

RETRENCHMENT
Is sometimes necessary in domestic
or business life.
Where your eyes are concerned,
Money is better better spent
than on the eyes if they need
ATTENTION!
N. LAZARUS
OPHTHALMIC OPTICIAN,
24, Queen's Road Central, Hongkong.

The China Mail

JEVES
THE BEST
DIRECTIONS

August 24, 1929, Temperature 81°

Barometer 29.65

Rainfall 0.00 inch

Humidity 85°

August 24, 1919, Temperature 79°

No. 18,037.

二拜禮

號四廿月八年十二百九千一

HONGKONG,

TUESDAY, AUGUST 24, 1929.

日一十月七年申庚九百九千一

PRICE \$300 Per Month

BUSINESS NOTICES

WATSON'S STONE GINGER-BEER

The only fermented Stone Ginger-Beer in the Far East.

The real charm of Stone Ginger-Beer is the flavour produced by partial fermentation; without this no Stone Ginger-Beer can be said to be genuine.

\$1.00 per dozen.

A. S. WATSON & CO., LTD.,
AERATED WATER MANUFACTURERS.
TEL. 436.

DRAGON MOTOR CAR CO.
(THE EUROPEAN GARAGE).
CARS FOR HIRE IN HONGKONG AND KOWLOON
Agents in South China for—
Hudson, Essex, Dodge Brothers and Siddeley-Armstrong Motor Cars, Denby Motor Trucks and U. S. Tyres.

GARAGE AT 24 DES VORUX ROAD. TEL. 482. GARAGE AT 28 NATHAN RD. KOWLOON.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

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LADIES' TAILORS AND OUTFITTERS.
CHINESE PONGEE, CREPE AND OTHER
SILK AND PIECE GOODS, OUR SPECIALTY.

Main Store and Showrooms - 37, Queen's Road Central.
Tailoring Department - 1, 3, & 5, Chiu Lung Street.
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SMART GENTS
WHITE SHOES

WHITE
CANVAS
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SOLES and
HEELS.



WHITE
CANVAS
LEATHER
SOLES
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Prices \$5.50 to \$10.50 pair.

CHILDREN'S WHITE SHOES
CANVAS UPPERS and RUBBER SOLES
\$2.00 to \$5.25 pair.

Also complete Sizes for Little Girls.

Diss Bros
11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 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LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, August 26, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street,
16 Bales Woollen Overcoatings.
Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

on

FRIDAY, August 27, 1920,
at 12 o'clock (noon),
at their Sales Rooms, Duddell Street,
(For account of the concerned),
The Wreck of the

S.S. "CHIYO MARU,"
as she now lies off the Lema Islands.
Terms:—Cash on fall of hammer when
the wreck will be at purchaser's risk.

LAMMERT BROS.,
Auctioneers.

Hongkong, July 30, 1920.

on

FRIDAY, August 27, 1920,
commencing at 12 o'clock (noon),
at their Sales Rooms, Duddell Street,
(For account of the concerned),
Salvaged from the

S.S. "CHIYO MARU,"
3 Bidders,
dimensions

length 11' 8"
diameter 16' 2"
weight about 55 tons
now lying at the Tai Koo Dockyard.
Order for inspection may be had on
application to undersigned.

LAMMERT BROS.,
Auctioneers.

Hongkong, August 16, 1920.

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Colic and Diarrhoea Remedy
because it relieves cramps in the stomach
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will keep for years, and no home is
complete without it. For sale by all
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keep clean longer than
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reliable. Our facilities and re-
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work quickly and our charges are
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a large assortment of

FILTERS

2, 4 Gallons up to 4 gallons


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YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for Infants which keeps good in
quality during Hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Dyspeptics (3)
MILFORD-McGRATH FLUID INSEC-
TICIDE the Best Fluid for destroying
Flies, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days and
(4) JOHN CAHILL'S GOLDEN
FLEECE, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
Houses.

PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.

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Sole Agents for Hongkong and South China.

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BEAUTIFY YOUR HOME.

Flowers beautify and make
attractive The Home as
nothing else can do.

Just received new Supply of

SEEDS.**GRACA & CO.,**

DEALERS IN

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POSTCARDS, &c.

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Every kind of Footwear.

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Opposite Hongkong Hotel

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No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.

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MR. CHURCHILL'S

"PRETEXTS" FOR

DESPATCHING BRITISH

TROOPS.

Here is the sensational part of the
report of Gen. Golovin and Bolsheviki:
At 5.30 of the same day I was
received by Churchill. In his out-
ward attitude Churchill displayed
extreme kindness. Upon meeting
me he said that until now he was
unable to meet the higher representa-
tives of the Russian Army for the
sole reason that in the interests of the
cause itself and owing to the political
conditions of the moment he had to
keep a secret of many things. The
circumstances had now altered, yet
he earnestly asked me, in the name
of the common cause, to keep our
relations and our conversation in full
and strict confidence.

Our conversation lasted about an
hour. Churchill said he was not
going to dwell upon questions of
military operations in which he, as a
civilian, understood very little, and
which had been decided with me by
General Radcliffe, but that he would
like to have my views upon general
questions and that he would answer
me. I gave him a short resume of
the general position of affairs, of our
military needs, and of the desirable
means by which they could be satisfied.

In his reply Churchill told me:
1. The question of giving armed
support was, for him, the most
difficult one. The reasons for this
were—the opposition of the British
working class to armed intervention.
But even in this matter, without
promising anything, he would try to
help. He had declared in the House
of Commons that fresh forces were
necessary for the purpose of evacuat-
ing the north. He would send under
this pretext up to 10,000 volunteers,
who would replace the worn-out parts,
especially the demoralised American
and French troops; that he will post-
pone the actual evacuation for an in-
definite period (but will not speak
about it); that he agrees upon the
help of the newly arrived British
troops being actively manifested. That
in case of further advance by
Admiral Kolchak he would be willing
to give active support to the
left flank; he does not reject the
possibility of help to Yudenitch on
the right flank. In short, he will do
all he can, but again added that the
success of our common cause de-
manded great secrecy. It was very
difficult for him to send military
forces to the aid of General Denikin
because, as far as the North was
concerned, he had a pretext—that
of supporting the British troops
already there. But the idea of
supporting Denikin, even by
Volunteers, would be carried out by
him; he would send up to 2,500
Volunteers under cover of instruc-
tors and technical troops, and
if these will fight side by side
against the Bolsheviki—this will,
of course, be natural.

2. As far as giving us material
support was concerned, Churchill
said that he is already giving such,
and that he will continue to do so
to the fullest possible extent. For
this he intends to ask for 24 million
pounds sterling for the supply of all
our fronts, and if the circumstances
will require it, he is willing to supply
ammunitions and other materials for
the Northern Army and for General
Yudenitch for another 100,000.

3. With reference to the help that
could be given in the question con-
nected with our prisoners, Churchill
told me that he will fulfil all the
wishes I had expressed, but asks that
the management of this business
should be kept in good order; that
he will ask this same day for the
necessary credits for the despatch of
500 officers to Archangel, England
taking upon itself their financial sup-
port (travelling expenses, salary).

4. With reference to the creation
of a Yudenitch front, Churchill said
that he will do everything in his
power, and that the first step would
be the despatch of a special war
mission to General Yudenitch, about
which I was already told by General
Radcliffe, and which will be of a
similar character to the mission of
Generals Knox and Bridges.

Repeating again that he does not
consider it necessary for him to dis-
cuss with me questions of a military
character, that they have been re-
ferred to General Radcliffe, he in-
dicated that he had to touch upon
one general question upon the solution
of which depends whether the capture
of Petrograd would be desirable, and
that is the question of a food supply
immediately upon the capture of
Petrograd. Having this point in view,
he had sent an order to General Sir
Henry Wilson, the head of the General
Headquarters in Paris, with a request
for a full statement upon this
question.

In conclusion he told me: "You
find in me the most devoted champion
of the great united Russia and your
best friend, and in your person I am
happy to greet one of the representa-
tives of that great Russian army
which has done so much during our
common war against Germany."

The general impression which I
received during this conversation ex-
ceeded all my expectations. In Church-
ill we have not only a man who
sympathises with us, but also an
energetic and active friend. This is
the reason why I give special impor-
tance to one remark made at the
beginning of our conversation. Church-
ill told me that in all Russian ques-
tions he recognised only Admiral
Kolchak and no one else, and that
by him without his consent, among

A DAUGHTER'S TEMPER.

FATHER'S LEGACIES AS

REMINIS.

The aid of the New Jersey courts
has been invoked in an amusing way
in contest arising out of what is described
as a libellous statement contained in
the last will and testament of the late
Mr. Joseph Kramer, a large property
owner of Perth Amboy (New Jersey).

Mr. Kramer died recently, cherish-
ing the most vindictive feelings to-
wards his wife, Minnie, and his
daughter, Jennie. The first clause in
the will forbids the widow or the
daughter to attend his funeral on pain
of losing the small inheritance he has
left obliged legally to leave them.

After explaining that he could not
have left his widow less or he would
have done so, the testator observes:
"I hereby give, devise, and bequeath
to my daughter, Jennie, the sum of
£2,125, a month to be paid to her as
long as she shall live. My purpose
in devising this monthly sum is, as
follows:—

"One pound a month to remind
her of the time in 1916 when she cal-
led me a 'black pig'."

"One pound a month to remind
her of the time in 1918 when she
struck me while I was in the kitchen."

"Twelve shillings a month to re-
mind her of the time in 1920, when
she said to me while I was sick in
bed: 'Don't cough so loudly; you are
making too much noise; I will have
you arrested for disturbing the neigh-
bours.'"

The bulk of his property Mr.
Kramer leaves to his son Arthur and
to his daughter, Esther.

The widow and Miss Jennie Kramer
are contesting the will on the ground
that the testator was insane and guilty
of libel.

others, he expressed himself thus:
"I am myself carrying out Kolchak's
orders"; that with reference
to the Yudenitch question he had
sent a couple of days ago (i.e.,
after the first conversation with
Hoare) a request for information to
Admiral Kolchak. From this I con-
cluded that for some reason or other
the impression exists amongst our
Allies that the necessary unity does
not yet subsist among us.

As a general conclusion I will per-
mit myself to put down the following:
—Great Britain's help is guaranteed
to us to the fullest possible extent.
From our side we must immediately
show greater powers of administra-
tion and greater productivity of work.
We must show to the Englishmen
that we too can pass from the sphere
of mere words to the fields of deeds.



PRESIDENT SUSPENDER COMPANY.

Shirley, Mass., U.S.A.

Cable Address PRESIDENT

Western Union, A.B.C. Fifth Edition and Bentley's Code.

Established in 1875.

It is the little things in

brace making that give

that certain hang of the

trousers, that certain

clinging to the figure,

—not binding or re-

tarding the grace that

belongs to nature.

This is the secret of

the popularity of this

famous brace.

Make your next pur-

chase Shirley Presi-

dents. Look for the

name on the buckle.

Guaranteed by the

makers.

Appropriate, always.

With certain dishes, such as Game, LEA

& PERKINS' SAUCE is always appropriate.

It is the recognised sauce for such use.

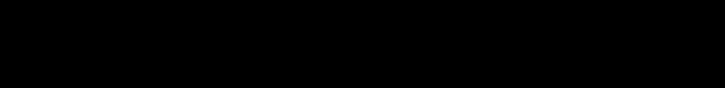
In fact, for everything with which a sauce

can be used, LEA & PERKINS' is invariably

the BEST. It has a refinement of flavour

that suits the most delicate dishes and

appeals to the most exacting palates.



EX-KAISER'S SECURITY.

"NOT WORTH ANY MORE

BLOODSHED"

Is not the failure of the Govern-
ment to deliver the ex-Kaiser to justice
a grave dereliction of duty on their
part? asked Mr. Bottomley in Parlia-
ment.

"It would be if the Kaiser were
available," answered the Premier,
"but I do not think the Kaiser is
worth any more bloodshed. He is in
the custody of another Power who
declines to surrender him, and I do
not think it desirable to use force."

Mr. Bottomley asked whether the
surrender of the ex-Kaiser would
necessitate bloodshed.

The Premier: Holland has refused
to surrender the ex-Kaiser, and there
is only one way in which we could
compel a surrender.

Col. Claude Lowther: Was not
the surrender of the ex-Kaiser a
pledge in every election address?

The Premier: There was no pledge
that we would compel the surrender
of the ex-Kaiser by a moral Power.

WHEN BABY'S TEETH ARE

COMING THROUGH

Baby's Own Tablets Save Pain

and Tears.

Teething time not only is a trying
period to baby but also means much
worry to mothers.

The little one's gums become swollen
and tender; he is cross; does not sleep
well; is troubled with constipation, colic
or diarrhoea and sometimes even convul-
sions seize him.

During this period nothing can equal
the use of Baby's Own Tablets, the
Canadian children's remedy. They
regulate the bowels and stomach, and
make the teething so easy that the
mother scarcely realizes baby is getting
his teeth.

"My experience has been that Baby's
Own Tablets lay the fever caused by
teething and give baby healthy sleep.
My baby has always been healthy ex-
cept for the fever and restlessness ac-
companying teething and an occasional
cold, but the Tablets have proved to
be beneficial in those cases that I would
not be without them," writes Mr. R. S.
Long, of Pasco, British Columbia.

These Tablets are equally healthful
and harmless to the youngest infant and
the child of eight years or more, curing
constipation, indigestion, colic, diarrhoea,
simple fever and worms.

They are to be had from chemists,
also post free at 60 cents the vial from
Dr. Williams' Medicine Co., 96 Enochian
Road, Shanghai.

FOR A WEAK STOMACH.

A general rule all you need to do is
to adopt a diet suited to your age
and occupation and to keep your bowels
regular. When you feel that you have
eaten too much and when constipated,
take one of Chamberlain's Tablets. For
sales by All Chemists and Storekeepers.



It is the little things in

brace making that give

that certain hang of the

trousers, that certain

clinging to the figure,

—not binding or re-

tarding the grace that

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This is the secret of

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Make your next pur-

chase Shirley Presi-

dents. Look for the

name on the buckle.

Guaranteed by the

makers.

PRESIDENT SUSPENDER COMPANY.

Shirley, Mass., U.S.A.

THE FINEST LIQUEUR

and digestive

is a really good old Cognac Brandy

WATSON'S

OLD BROWN LIQUEUR BRANDY

is beautifully mellow, and soft to the palate, and has a fine bouquet—matured by age.

25 Years in Wood.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 16.

WM. **Powell** Ltd.

TELEPHONE 346

AN IDEAL THAT IS REFLECTED IN THE PRODUCT

WE believe that every business should have IDEALS—quite apart from the common aim of making money—

WE have an IDEAL, and this IDEAL is reflected in our merchandise. It is to improve our Goods incessantly.

EVERY article we show is submitted to criticism at the round table conference of the executive heads—improvements are suggested and incorporated in subsequent outputs—no examination of successive makings of the same product would reveal this fact.

YESTERDAY'S BEST BECOMES THE SECOND BEST OF TODAY.

AND whilst our Goods improve in appearance, construction, and finish, our prices remain competitive, enabling us to give quality products at quantity rates.

LET US SHOW YOU OUR NEW RANGE OF

WICKERT SHOES

ALL THE LATEST STYLES AND SHAPES THAT WILL ESTABLISH GOODWILL AND GIVE YOU GOOD RESULTS.

WICKERT'S HIGH-CLASS FOOTWEAR.

WM. POWELL LTD. SOLE AGENTS.

BIRTH.

LEON.—On August 18, 1920, at Shanghai, to Mr. and Mrs. J. A. Leon, a daughter.

MARRIAGE.

BELL.—BOLD.—On August 17, 1920, at Shanghai, Robert Dixon, only son of Mrs. E. A. Bell, of Manchester, to Gertrude Elizabeth, only daughter of the late Dr. H. A. Bell, of Manchester.

DEATHS.

CARTER.—At the French Hospital, on the 22nd inst., Hilda May Love, the beloved wife of E. S. Carter, of Essex, England.

GREGORY.—Joseph Gregory, the beloved adopted son of Augustus Gregory of the Customs Service, Shanghai, on August 17, aged one year.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, AUG. 24, 1920.

THE C.S.P. AND OUR CHARACTER.

Here is a copy of "Memo. No. 692," issued last weekend by the Captain Superintendent of Police. Certain letters signed by "Policeman" have recently appeared in the local Press. Whether "Policeman" is really a member of the Force or not, the C.S.P. takes this opportunity to point out that it is both undesirable and contrary to Government Regulations for members of the Force to allow themselves to be "enticed" into anonymous controversies in the Press, especially in view of the character of the particular newspaper concerned. If it is considered necessary that any letter calls for an official reply, he will answer it himself.

Our rejoicings at this half promise of the C.S.P. in a certain contingency to write for the China Mail are modified by the passage we have taken the liberty of emphasizing with italics.

We do not think it is meant as a reference to the high character of the China Mail, to the good reputation we have earned and deserved and got. It cannot be that, because in that case it would be inconsistent with the tenor of the memo.

In the ordinary idiomatic usage of the phrase in such a context, we are bound to regard it as an innuendo, a suggestion that our character is not good.

Is it any use inviting the C.S.P. to be more explicit? Dare he be more explicit? What has he got against the China Mail? Just what is it that he personally disapproves of?

How long has he nourished this feeling of disapproval that has at last goaded him to this *cri de coeur*?

We recognize the difficulty he would experience in answering such a plain question truthfully.

If our character be such as to deserve that gratuitous slander, why has no official complaint or charge been lodged? How is it that so many people buy us and read us and like us and approve us? The C.S.P. has slandered them also. Read the coincidental letter from a reader to-day, telling what it is about the China Mail that he likes. He gives his reasons. The C.S.P. gives none.

That phrase in his "memo" we have rightly called a gratuitous slander, because it was not called for by the context. It was unnecessary to his argument. It in no way strengthened it. If the regulations forbid his men to write to the papers, to any of the papers, why should the C.S.P. pick out the China Mail from the four to speak of its character in that derogative way?

It looks malicious. It is an actionable reference, and we believe a judge would describe it as *prima facie* malicious.

It is undesirable that a public official, a public servant, should feel malice or show it against one particular paper whose duty it may be to criticize him and his like. It might be that in the course of his public duty he might be called upon to prosecute us. How could he decently do his duty, or fairly do it, if he entertained malicious feelings towards us? We want our chief of police to be free and impartial, without fear or favour; otherwise we cannot have any confidence in him. His character as a public officer would then be as bad as he has tried to make ours, as a public newspaper, seem in the eyes of his subordinates.

We have decided, after careful consideration, not to take legal action. We can more efficaciously deter any other maliciously disposed persons from slandering us by thus opening the public eyes, than by extorting at law a belated apology from this official. Besides, he is certain to be dealt with departmentally. No Governor

could possibly countenance or tolerate this sort of thing in one of his officers.

TO-DAY'S LETTER.

In writing to thank our correspondent for the very kind things he says about the China Mail in his letter to-day headed "Progress or Retrogression," things very pleasant and comforting to us coming at a time when we have been wantonly and gratuitously malign-ed by a public official, we do not, for the present at any rate, propose to re-open the academic argument which was the occasion of his letter. We would respectfully call his attention to the fact that the article he now contrives to be headed "Logomachy," and direct his attention to the plain meaning of that as a descriptive label. If he ponder that a moment, he will recover from his shock at the discovery that our philosophy (offered as "academic and tentative") and our policy should be as poles apart. He is "disappointed and astounded" but there is no cause for that, if he will be good enough to reflect that advanced men do not live by philosophy but by commonsense. A man should argue logically, but he is permitted and indeed advised to live allegorically. Academically it is possible (as we showed by words) to prove that progress is an illusion, or at least a thing unproven. That is in effect its status: a working hypothesis. By our *decide*, as he is good enough to point out, we manifest some semblance of faith in progress. We are quite glad that this has happened. It permits a rather useful analogy. So far as we know, no man has produced a satisfactory reply to the terrible logic of Schopenhauer, and the obvious conclusion of a thoughtful man reading the works of that famous pessimist is that to be consistent Schopenhauer should have committed suicide. He didn't. He continued to enjoy the elements of life very much like any other man, for the reason that he could not help it. We work locally for the things that our correspondent calls progress because we cannot help it. That the immediate reforms we advocate, if brought about, would not be for us proofs of what we call progress—progress in the meaning of the philosophic school—is another story. Can we induce our esteemed correspondent to see the distinction we draw? In "Progress and Poverty" Henry George gives us both politics and philosophy. We are in hearty agreement with his political propositions; we have ventured to dispute some of his philosophical propositions. We do our bit to further progress in certain directions in Hongkong (moral politics) and in our more academic articles—for which also we have readers—we reserve our freedom of thought. There is no inconsistency, once the distinction between life and logic is noted. If we may suggest it without disrespect, the difference between our correspondent and ourselves is this, that he takes both politics and philosophy seriously, and we don't. We regard politics as duty and philosophy as play. We are well aware that this invites certain obvious remarks on the undivided relationship of faith and works, but we answer them in advance, by dismissing them as more philosophy. We submit, playfully, that Henry George's philosophical explanation does not explain anything for us, even while we work with a whole heart for the things that Henry George worked for. As regards the subject of whisky, we are in philosophical agreement, in the main, with "Puseyfoot," Johnston; as regards the drinking of it, we are in complete political agreement with the many much-better men who disagree with that philosopher. We admit without reservation the suggestion of our correspondent that our policy is out of harmony with our philosophy. We hope it always will be. We hope that our morals will always be better than our metaphysics, because they matter so much more.

It is a temptation to traverse our correspondent's eloquent outburst in which every sentence begins with "What's the use?" It would be amusing to accuse him of not permitting anything to exist unless it can prove its usefulness. With us, philosophically, the fact that anything does exist is quite sufficient evidence of its right to exist. We do not quarrel with the tortoise because it is not something else. We do not believe that the universe was designed and created for the use of man; but we recognize that man, being present in the universe, acts sensibly in utilizing the useful and in trying to abolish the harmful. But this would be deliberately to play a game of cross purposes. Our correspondent has taken the trouble to teach us all something. He is serious and in earnest. The matter, he says, "is of vital importance." If he will agree to the distinction we have set up, we are with him; horse and foot. Politics are vitally important, but the

philosophical sanctions of political conduct are not. We need no "law of progress," while we have to fight every step of the way. We are as private soldiers, unaware of the doings of diplomacy or of the plans of H.Q. Our job is to obey the orders of Captain Conscience, and smite such enemies as we meet. We may disagree with the philosophy of our generalissimo (if we knew it) but we have no doubt of our duty as soldiers. It is absolutely sound philosophy to condemn war as a wasteful and wicked argument that never settles anything, but it is equally sound politics to settle your enemy when you meet him, before he settles you.

THE SCIENTISTS.

It was an evening or two ago, that they got together, a bunch of good men of the sort that can eat and drink heartily without having to go home first to don a pearl stud. Lusty fellows, as full of science as a tick of blood, and like the most typical of scientists, they argued fiercely, passionately, for the truth as they had it or thought to have it.

Suppose a rifle bullet travels at 60 miles an hour, and the rifleman is in the last coach of a train—he hit the engine-driver? That was one of their problems. They discussed it with as much noise as if they had been at a meeting of Sir Edward Carson's.

Then there were the two wheels connected with a fixed axle—an old acquaintance in the family of pseudo-scientific conundrums. The wheels being fixed by the one axle, one cannot revolve without the other making exactly the same revolutions. But if they are put on a circular railway, the outer wheel must travel farther than the other. How is that possible?

This one nearly led to bloodshed, and the opinion of one controversialist, "the inner wheel skids, you silly," was not accepted in the spirit in which it was offered. One pundit had a clinching argument.

"Know anything of the theory of mechanism?" he demanded, fiercely.

Awed by that noble phrase, the other meekly replied that he didn't.

Then what right have you to talk about it? Shut up!"

It reminded us of what Gladstone said in 1875. It is pleasant to learn that failing a decision on the spot, they decided to accept the arbitration of the China Mail.

ON TRYING TO BE REASONABLE.

"It is quite easy to understand why they are down on the China Mail," remarked a friend last night. "You are too straight for them."

And then, after another dip into his pint, he ruminated audibly. His loyal friendship is undoubted—he "boasts" the China Mail in and out of season—and it was therefore a pleasant thing to watch him trying to be what he calls reasonable.

"After all . . . think of the things you have said. You said . . . You pointed out . . . You used the words . . . Can you blame them for resenting it? In their place you would . . . And so on."

It was very plausible. We told him the story of the little boy who was getting it warm across the teacher's knee. He bit the teacher's leg. The teacher was shocked. What did the wicked boy mean by it? And the urchin countered Socratically by asking "who began'd this war?" We took our friend step by step over the history of the last two years, reminding him of things he had forgotten, of things he didn't even know. We challenged him to point to one single instance in which the China Mail has ever made a wanton or unprovoked attack.

Somebody else always "beginned" it, either by provocative speech or conduct. And after all, the recognized function of the public Press . . .

"Say no more," he said. "I withdraw that argument. It is no justification." Our friend is not one of the parrots in the local aviary.

PERILOUS ANALOGIES.

Analogies are supremely useful in exposition but perilous in controversy. Nothing can be proved by analogy, but much can be explained thereby. A correspondent in a morning contemporary, whose pen name is "Investigator," is not sufficient to camouflage the revealing quality of his literary methods; says that "The local centre of higher education is like a young tree which needs sunshine and the chance to grow. No good can possibly result if onlookers are continually putting up a plank to see whether the roots are just the shape that this or that onlooker

fancies them. We may be quite sure that, if only it is given a chance, there will be a healthy growth of the young tree plant of higher education in Hongkong." It does happen that we understand trees. When we see a tree whose foliage is thin, turning yellow unseasonably, we suspect mycelium at the roots, and we expose the roots for examination and treatment, not to see that they are "just the shape" we "fancy." If we suspect our gardeners of misappropriating the money allocated for fertilizer, we see to it. If we see branches overweighed, we prune. If there be insects boring into the cambium, we spray. Above all, in arboriculture we recognize that attention is better than neglect—that it is better to look-see than to shut-eye. Professor Investigator, prescribing shut-eye and shut-up, is a quack. Luckily there are other doctors on the job, and the China Mail forester is now reasonably hopeful of overcoming the blight.

CHARITY IN CONTROVERSY.

A correspondent of the Morning Post signing himself "Scot Abroad" pleads for charity in controversy. This is worthy, and we applaud, though knowing the frailty of human nature rather well, we do not anticipate results. Incidentally, he makes a very uncharitable and quite uncalled-for reference to George Bernard Shaw.

"Were just a few of the world's pressmen, big or little men, to try being a shade more charitable—not making vituperation their god, mistaking, Shavian-like, that they will attain eminence when notoriety is their real portion—they might accomplish wonders." They might, of course. And then again they might not. But how stupid to suggest that Shaw's style is vituperative! This Scot must be ignorant either of the meaning of the word or of the writings of Shaw. And how very uncharitable of this advocate of charity to suggest that the motive of Shaw or other pressmen is to attain eminence. Most pressmen can play billiards better than they can write, and billiards would therefore seem to offer a quicker route to eminence. If he is referring to Hongkong, as he presumably is, what possible eminence awaits a writer here, where the level of culture is such that only a small minority can tell good writing from bad. However, this protest by "Scot Abroad" is an ancient gesture, quite familiar to us. His objection to the Shavian "vituperation" (it is a wonder he did not call it also scurrility) is that it is effective. The only criticism such people can bear is the colourless, ineffectual kind. Which is the very reason why good critics avoid it and offend them. It might be a pleasant exercise now to go on with a consideration of the essential equality of eminence and notoriety, but that can wait.

Charity is a virtue that "Scot Abroad" describes as "essentially human." That looseness ranges him. To say more would be like a lecture in a nursery.

LOCAL AND GENERAL.

The attention of all Government Offices in British North Borneo is called to the necessity for strict economy in stationery of all kinds and the importance of cutting down requisitions as far as possible.

The late Lord Fisher was a close friend of King Edward's, and of their intimacy many good stories are told. Once at Sandringham he was unpacking with his coat off when he heard someone fumbling with the coat handle. "Thinking it was the footman," said Lord Fisher, in narrating the incident, "I said, 'Come in. Don't go humbugging with that coat handle.' In walked King Edward, with a cigar about a yard long in his mouth. I had a boot in each hand. 'What on earth are you doing?' asked the King. 'Unpacking, sir.' 'Where's your servant?' 'Haven't got one. Never had one. Couldn't afford it.' They sat down and talked, the King on one side of the fire, Lord Fisher on the other, in his shirt sleeves.

Conditions of employment in the Australian Mercantile Marine are so bad that many officers are making their way to the China coast to join up with the big companies out of Hongkong and Shanghai. Things are very much the same on the Pacific coast especially on vessels operating from the Puget Sound. Many fully certified officers have even gone as deck-hands to wait a favourable opportunity of obtaining an officer's billet. In this connection it is to be noted that nearly all the companies over there will not have a man in a responsible position on a ship's bridge unless he is acquainted with the coast and has a thorough knowledge of local conditions, etc. Many officers who have come out from the Old Country to obtain employment have therefore to accept a junior berth hypothetically, in order to have a chance of learning the coast.

LOCAL AND GENERAL.

The C.P.O.S.s.s. "Empress of Russia," will not call at Kobe this voyage.

Mr. L. Jenkins who was formerly chief officer of the China Navigation s.s. "Chili" and who has been on reserve has been appointed chief officer to the s.s. "Lucy."

The Standard Oil Company of New York has called a meeting to increase the capital of the Company from \$75,000,000 to \$150,000,000 and declare a dividend of 200 per cent.

An Order in Council directs that from September 1 next male children in Penang between the ages of seven and twelve shall regularly attend school where he can receive instruction in his own language.

Instead of making only a brief stay in Japan as they first contemplated, Mr. and Mrs. G. Bronson Rea intend remaining in Japan for some months. Mr. Rea is publisher of the Far Eastern Review.

The Central Aircraft Company announce that they will shortly place on the market a two-seater triplane, at the price of which will be £250 complete. It will be fitted with a 45 h.p. engine, and will have a maximum speed of 90 m.p.h. and a range of 400 miles.

In the first seven months of this year 34,507 Chinese deck passengers left Singapore for China as against 16,616 during the same period of 1919. During the same period of this year 60,212 Chinese immigrants arrived as compared with 41,389 in the first seven months of 1919.

Suit for P10,000 was filed, in Manila on July 15 by Lutz and Zueing against the Osaka-Shosen Kaisha, because of the failure of the latter's agents on the steamer "Kunajari Maru," to take care of 400 bags of onions shipped on that vessel at Melbourne, February 23, for Manila. The onions are alleged to have arrived in rotten condition, unfit for human consumption.

The China Navigation s.s. "Hoi-ho" was observed to be in difficulties when rounding the Garden Bend at 9 p.m. on August 16. It appears that but for the prompt action of her master there would have been a collision with a Japanese vessel. Only by letting go two anchors was disaster averted but one cable snapped when it was let go increasing the difficulties attendant.

The Indo-China s.s. "Wingsang" which has been running between Hongkong and Manila has now been placed on the Singapore run from Hongkong to carry coal and her crew of Ningpo men has been replaced by southern Chinese. It is anticipated that she will be some months on this route after which she will go to Shanghai, and resume her former run to Hongkong.

The recent rain and thunder caused a bit of a sensation in Minami Senju, Tokyo, when 60 men, who were carrying a "mikoshi," or a sacred ornament to be placed before the Tenno shrine, were struck by lightning. All the men were felled to the ground, and three of them are reported to be in rather a precarious condition. The local people will have it that the Goddess Kamari-mon had made a manifestation, and the wise heads of the place are busy trying to puzzle out what the goddess wanted to communicate to the good folk of this region.

A sailing-vessel on July 7 at sunset drifted from its anchorage outside the custom-station at Hoa Sai, Siam, during a rising gale, and has since been seen nor heard of since. The vessel has two masts, sails with five spars, aft a superstructure of boards, cargo-room for 200 piculs. On board were two Siamese sailors, one 33 years old of dark complexion and middle stature, the other 17 years old, under average height. Ships navigating in the Gulf of Siam and adjacent fairways are requested to look out for this vessel or for distress-signals from uninhabited islands or rocks, and eventually to lend all possible assistance.

A few days ago, says the Canton Times, Mr. Chen Hung-pui, a Hongkong Chinese merchant, issued invitations for the wedding of his eldest son, Shek Ki recently returned from America. Last Saturday, August 21st, at two o'clock in the afternoon, Miss Ng Lai-yung, daughter of Mr. Ng Shih-tet, in her best dress, was ready at the Chin Yam Street Chinese Independent Church where the Rev. Ng Mon-king, the pastor, was also prepared, with Bible in hand to pronounce the couple husband and wife. The prospective bridegroom, however, was not ready, and up to this time his whereabouts are still unknown. All decorations in the church for the otherwise happy affair have been removed, and the big wedding-feast prepared at the Sincere Roof Garden last Saturday evening was unattended.

Six "WALLA WALLA" BOATS are at Elsie Pier for your service. Phone 3516.

SPECIAL CABLES.

SHANGHAI MOTORING CONDITIONS.

"NOTHING SHORT OF CRIMINAL."

DISTRICT ATTORNEY'S SEVERE CRITICISM.

[China Mail Special.]

SHANGHAI, August 24.

At the inquest on Olin Loveland, a young American who was killed at Siccawei while cycling, the District Attorney sharply criticised motoring conditions in Shanghai which he said were nothing short of criminal. The Court concurred.

SHANGHAI ORBITARY.

MR. JOSEPH MOORE.

DEATH FROM HEAT STROKE.

[China Mail Special.]

SHANGHAI, August 24.

The death is announced of Mr. Joseph Moore, assistant master at the Thomas Harnby School, who dropped dead in Honecker Park from heat stroke. Mr. Moore arrived in Shanghai in unusual circumstances, escaping from Siberia where he was subjected to insult and privations during the war.

CAPTURED BY BRIGANDS.

THRILLING CANTON ADVENTURE.

AMERICAN NEWSPAPER'S LURID ACCOUNT.

Thus the San Francisco Chronicle:— "Abducted by four Chinese brigands posing as ricksha drivers while sight-seeing in Canton, bound and gagged and forced through deserted streets and devious underground passages until the Yangtze river was reached, and then smuggled aboard a Chinese pirate sloop, where she was forced to lay helpless in the midst of her captors, and then rescued after a thrilling chase led by an American banker and a party of local police in a powerboat, was the thrilling experience of Miss Ella B. K. Neilsen, daughter of a wealthy merchant of Denmark, who arrived here on the British steamer 'Nile' from Yokohama. Telling of her harrowing experience, Miss Neilsen said:

"Shortly before I was ready to leave Canton for Yokohama to board the Steamer for home, I decided to see the sights of the city. My friends advised me not to go alone, but they would not accompany me, so I decided to take the risk. I hired a ricksha operated by four men. After travelling for many hours and losing all conception of the time, I suddenly discovered that it was becoming dark. I then noticed that I was far from my hotel, near the river and in one of the worst sections of the city. The streets were very narrow and dirty and I learned that they were closed to Europeans after 6 o'clock in the evening. I told the ricksha men to take me back to my hotel. They started out talking and acting suspiciously.

"I guess my agitated glances helped their plans. When it became apparent that they were going farther and farther away from where we started, I became frightened and motioned for them to turn around.

Suddenly when we were near an evil-looking dwelling I was seized by one of the men, who held my arms, and was pulled from the cart and hurried into a dark passageway. I don't know how far I was led, but it seemed miles until we came to the river. A ricksha-looking craft was lying there and I was hustled on and placed below in care of several jabbering Chinese. As soon as I was placed on board the boat was paddled away from the land.

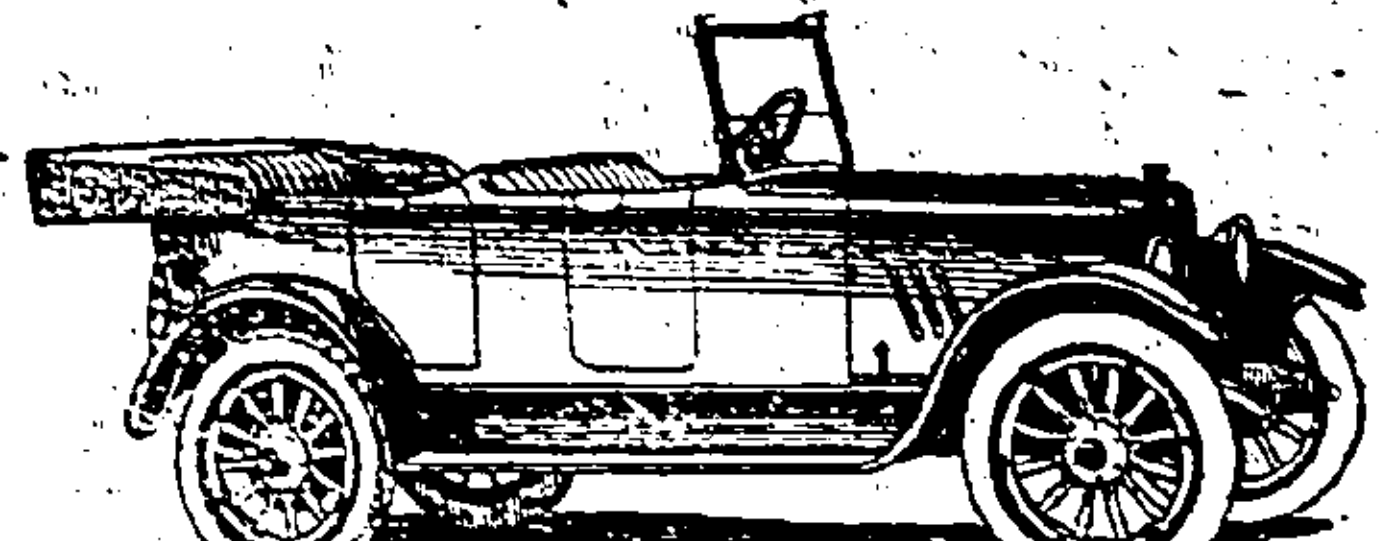
In about two hours I heard the purr of a motor and heard the excited shouts of my captors. In a little while the sampan stopped and I heard the grinding of a boat against ours. There was a scuffle and shout of voices and then I heard in English, 'Miss Neilsen, Miss Neilsen.' The voice was that of Lay Winters, an American banker of Canton. He had, with the rest of my friends, become alarmed at my absence and started out to hunt for me with the aid of the local police. A Chinese coolie told Mr. Winters that he had seen a girl being placed on a sampan, Mr. Winters secured the powerboat which rescued me after a chase of several hours.

RICKSHA MEN DANGEROUS. The police told me that the ricksha men oftentimes are part of a clique of Chinese slave traffickers and that they receive \$50 in gold for any European girl that they can steal. The Chinese magistrate after hearing my story apologized and the men who tried to capture me are now in prison.

Miss Neilsen left Canton shortly after lodging her complaint against her captors. She is en route to her home in Denmark.

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BIG OPIUM SEIZURE.

DRUG HIDDEN IN "NILE'S" WATER TANK.

CRACKED PAINT LEADS TO DISCOVERY.

If the *China Mail* liner "Nile" had not been painted just prior to her departure from Hongkong for San Francisco, it is highly probable that United States Customs Inspector Ephraim E. Enlow and a squad of assistants would not have seized opium valued at \$40,000 when the vessel arrived at San Francisco.

It was the paint that spilled the beans, much to the chagrin of unidentified shippers of the narcotic.

When the "Nile" steamed into port Inspector Enlow received a mysterious tip that somewhere aboard the steamship there was plenty of high-grade opium.

Enlow and a dozen or more assistants promptly boarded the liner and searched her from stem to stern, but not a trace of opium could they find. Although Enlow has a home at 1840 Franklin street, he began to live at Pier 29. So close a watch was kept on the "Nile" that no attempt was made to carry ashore the opium Enlow was so certain was aboard the steamship.

MANY SEARCHES MADE.

Several times Enlow and his assistants went over the Nile from keel to topmast and back again, but still no trace of the opium was found.

And then the paint betrayed the hiding place of the opium.

Enlow had noticed that the engine-room as well as the exterior of the ship presented a newly-painted texture. Seeking out one of the ship's officers Enlow inquired:

"When was the painted last?"

"In Hongkong, just before we sailed for San Francisco," the officer replied.

A glad light brightened Enlow's face and, calling his assistants, he headed down into the engine-room. Climbing to the top of the water tank above the ship's engines, Enlow pointed out the manhole. The paint around the edge of the manhole had been cracked. Enlow deduced that the manhole cover had been removed after the ship had been painted.

OPIUM FOUND IN TANK.

"No use looking in the water tank," sang out a water tender, "she's been fully up with water ever since we started."

"Guess we'll take a look in the tank just the same," Enlow replied.

The manhole cover was pried off. The tank was filled with water, but Enlow was not satisfied. The tank was drained. Peering down into the tank Enlow saw nothing until he flashed his electric torch, and then his eyes rested on eight oblong boxes. The boxes were hauled out of the tank and on to the ship's deck. A hammer knocked the cover from one of the boxes. Inside lay fifty five-gram tins of opium. Each of the remaining seven boxes contained a like number of five-gram tins of the narcotic.

"I'm glad they painted the ship just before she sailed from Hongkong," Enlow said, as he and his assistants escorted \$40,000 worth of opium to the Custom-house, "otherwise they might have got away with it."

STEALING A VESSEL.

A VLADIVOSTOK SURPRISE.

A Vladivostok message dated August 16 states:

"The local Government recently petitioned the Japanese to allow the 900-ton vessel 'Patrol' to leave port. Consent was obtained and the Government loaded the 'Patrol' with foodstuffs as supplies for lighthouses and coast-guard stations on the northern coast."

Last night a band of armed men attacked the crew of the 'Patrol' some of whom mutinied and joined the attacking party, while the remainder were overpowered and bound hand and foot. The assailants having secured possession of the vessel, she shortly after quietly shipped out of port. The coast-guard, not being armed, were powerless to detain her.

Four New Branches are under construction for the 'WALLA WALLA' Fleet.

CHINA COAST OFFICERS.

GUILD'S DEMANDS.

CHINA NAVIGATION COMPANY'S CIRCULAR.

The following is the text of a circular which has been issued by the China Navigation Company with reference to the demands of the China Coast Officer's Guild for a 50 per cent. increase in salaries. As it does not come near the former demands of the Guild it is undecided as to what action will be taken in the near future. It is to be noted that no increase has been granted to the single officers of the Co., but only a ten per cent. increase to the married men.

FLOATING STAFF.

PAY.—Married members of the staff having wives and children (not exceeding the age of 17 years each) resident in China will be granted an increase of Ten per centum (10%) from their dollar pay effective from 1st January 1920.

LEAVE.—Nine months home leave, when granted, will carry with it six months' full pay, effective from 1st January 1920.

PASSAGES.—As per circular dated 4th February, 1920, free passages have been accorded to the wives of Captains, Chief Engineers, Chief Officers and Second Engineers, the principle of free passages has now been granted to all grades and to cover two children (not exceeding 17 years of age each).

PENSIONS.—The following scale: (A) RETIRING AFTER 30 YEARS' SERVICE. Masters or Chief Engineers \$250 per annum. Chief Officers or Second Engineers \$100 per annum.

(b) Retiring:—

	Masters.	Chief Engineers.	Chief Off.	Second Engineers.
29 years' service	\$232	\$232	\$95	
28	216	216	90	
27	204	204	85	
26	194	194	80	
25	188	188	75	

To those actually resident in China after retirement Pensions will be paid at the following exchange:—

Half at the sterling amount at 1/9 to the dollar and the other half at current rates but not exceeding 2/0 to the dollar.

CHIEF ENGINEERS.—The increase in pay granted on the 1st January 1920 to chief engineers as per circular issued on the 4th February, 1920, is now made retrospective to January 1st, 1919. Thus, chief engineers who entered their sixth year of service in 1919 are entitled to \$49 per month and those who entered their eleventh year of service in 1919 are entitled to \$49 per month from date of beginning their respective years of service.

Chief engineers having arrears thus accruing will be paid the amount due them on application.

STAFF ON TRANSFER OR WAITING APPOINTMENTS.—Quarters on "Hsin Peking" will be provided in accordance with the rank of the person concerned or failing this the Company will at their option, grant the following allowance: Masters and Chief engineers \$6.00 per day. Lower grades \$6.

COCAINE SMUGGLING.

ARRESTS AT SAN FRANCISCO.

Another alleged drug smuggler was caught at San Francisco on the steamer "Ecuador." Fotios George, a member of the ship's crew, was apprehended by Customs Guard H. K. Geary with seven skins of cocaine concealed on his person. The day before, another of the crew, Spiro Chevas, was caught trying to get ashore with fifteen skins of cocaine concealed in his shoes and in the false bottom of a hand grip. At the request of Colonel J. S. Ivey, surveyor of customs, the men were arrested by deputies of the United States district attorney's office.

A DYING DEPOSITION.

QUESTION OF ADMISION.

INTERESTING SUPREME COURT ARGUMENT.

An interesting argument on the admission of a dying deposition in connection with the murder case before the Acting Chief Justice, Mr. Gompertz, arose during the Criminal Sessions this morning. The Court opened at 10 a.m., but the jurors did not attend till half an hour later. As it was they were not required until past 11 o'clock.

Mr. F. C. Jenkin, appearing on behalf of the prisoner, Leung Tai, said the point arose by reason of the proviso under section 32 of the Evidence Ordinance, (No. 2 of 1889) at page 454. The proviso was to the effect that a dying deposition may be adduced in evidence providing it is proved to the satisfaction of the Court (1) that reasonable notice of the intention to take such statement has been served on the person against whom it is proposed to be read in evidence and (2) that such person or his counsel or solicitor might have had, if he had chosen to be present, full opportunity of cross-examining the person who made the same.

Mr. Jenkin proceeded to contend that this deposition was inadmissible on two grounds under this particular proviso in that it had not been proved that reasonable notice was given to the person so that he might have full opportunity of cross-examining. This did not involve any attack upon the police officer or anyone else concerned with the proceedings, it was merely a proper objection to take on the facts as they were presented. The facts were that at 11 o'clock on the morning of July 2 which was the day after the occurrence the prisoner was served with a notice by Inspector Murphy outside the ward in the Government Civil Hospital in which the deceased was lying. It was explained to him and he was immediately taken into the presence of the deceased whose statement was taken. The prisoner was then asked to cross-examine him if he wished. The facts therefore were that the serving of the notice and the taking of the deposition was one continuous or connected transaction. He had a recent case from which it appeared clear that under this proviso, which was for the benefit of the accused as all laws were, that unless all the terms were strictly complied with the evidence was inadmissible.

Mr. Jenkin then referred to 'the case of Queen v. Quigby (18 Law Times p. 211). He proceeded that it was common ground that the notice had to be served in writing, and then went on to argue on the meaning of "reasonable notice." This he contended meant reasonable from the point of view of the man for whose benefit the proviso was enacted. It had to be reasonable in the sense that it gave him an opportunity of discharging the duty of cross-examining which was not very easy even for a practised cross-examiner without thinking of the line he was going to take.

Mr. Jenkin then proceeded to refer to the case of Rex v. Harris (82 J. P. p. 190.) In this case a woman named Harris was charged with having performed an illegal operation on a woman named Gander. This woman was arrested on Friday, April 5, and on that day verbal notice was given that the evidence of Mrs. Gander would be taken, and on Saturday the accused was taken to the Infirmary and the deposition was taken. Justice Avey in his judgment held that he must reject the deposition as full opportunity had not been given of cross-examining.

The Crown, Mr. Jenkin went on, could not say that if the doctors at the hospital thought that a man was suffering from some previous wound and that he was going to die, immediately the whole benefits which were given to the accused under the proviso must be swept by the board. It was a mistourne to the Crown, but it could not be visited on the prisoner. There had been a misjudgment in this case because the Crown did not die at 11 o'clock. The Crown had in fact ample time in which to give this man notice which would have given him full opportunity of cross-examining.

Mr. Jenkin concluded his argument by contending that there must be a caption to the deposition to show on what charge the deposition was being taken. The prisoner at the time the deposition was taken had not been charged. It appeared from the charge sheet that he was not charged until July 3.

The Attorney-General in reply submitted that Mr. Jenkin's construction of the words "reasonable notice" was wrong. He said that it had to be reasonable from the point of view of the man but he (the Attorney-General) submitted that it had to be reasonable taking into account all the circumstances of the case. His friend's interpretation was that it was from the point of view of the man; the Crown didn't matter. It would not be reasonable if the time given was insufficient to enable a man to reach the place in time without extraordinary exertion.

It was irrelevant to say that the prisoner had no time to obtain legal assistance because he did not obtain it at the Magistrate. He had no in-

INTERPORT CONTESTS.

THE CRICKET MATCH.

HONGKONG A FORMIDABLE FOR.

We have started the big round of interports in fine style, writes "Janis" in the *Singapore Morning Free Press*. The Kewick Cup remains in Shanghai despite Hongkong's best efforts to remove it to the Colony and now our swimming men have defeated Kobe on their own stretches of water. This latter victory is one which will bring joy to all swimmers, for it was feared that Messrs. MacCabe and Co. had bitten off just a little more than they could comfortably chew in thus boldly venturing over to the unusual conditions in Japan. Now we shall soon have the cricket games and these, after all, are the most interesting to the greatest number. Tientsin is following on the Shanghai swimmers' example, their chances of success not being very great—but one never knows. It's about time we were hearing of the work of the selection committee; are we to have a trial before the eleven is picked? For Hongkong, we need absolutely our best eleven and it is to be hoped employers and employees will co-operate in the matter. We can beat the Colony if our best men go south and 1920 will be a record year if we can annex all the interport honours.

HONGKONG HEALTH.

NOTIFIABLE DISEASE.

FIGURES FOR THE WEEK.

To-day's return of notifiable disease records one fatal case of cerebro-spinal fever, of which the victim was a Chinese, and one case of enteric fever, also Chinese.

The return for the week shows two fatal cases of plague and one fatal case of cerebro-spinal fever, of which the victims were all Chinese. There was also one case (British) of diphtheria.

Three Chinese died from influenza, which is not notifiable.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General from the Manila Observatory at 1 p.m. to-day:—

Typhoon over N. China Sea direction unknown.

tention of obtaining legal assistance. His Lordship: The prisoner had not the assistance of a solicitor until he came here.

The Attorney-General: No, legal assistance was assigned to him for the purpose of trial in this Court. It is perfectly clear that he had time to instruct a solicitor. There is no mention at all in the section of any delay to enable the accused to obtain legal assistance.

His Lordship: I think it might be a point if he said "If I have an hour I can instruct a solicitor." I think he should have it.

The Attorney-General: If there was no urgency and he asked for time and was refused it would make it unreasonable.

Dealing next with the question of the caption the Attorney-General referred to the point that at the time the deposition was taken the prisoner had not been charged. He said that prisoner could not have been charged with murder because the man was still alive.

His Lordship: If the man had had a solicitor and he had asked "Why are you detaining my client," the answer would be "On a charge of stabbing or wounding."

The Attorney-General: Or because he stabbed a man who is lying in hospital and we are waiting to see the result before charging him.

His Lordship: They might say that no charge had been formulated. Mr. Jenkin made a brief reply to the Attorney-General. His Lordship then saying that he was inclined to admit the evidence and if necessary he would reserve the point for the consideration of the Court.



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POSSESSION OF A CHISEL.

UNLAWFUL INTENT ALLEGED.

POLICE COURT CASE REMANDED.

Mr. C. F. Mason this morning appeared before Magistrate Hutchison to defend a Chinese charged at the instance of Inspector Willis, of No. 7 Police Station, with the possession of a chisel for an unlawful purpose.

Counsel asked for a remand, explaining that he had only this morning been retained for the defence, and had not had time to receive instructions from his client.

The Magistrate remanded the case until 11 a.m. to-morrow.

The Police bail in the sum of \$50, was, on Counsel's application, extended.

TO-DAY'S ADVERTISEMENTS.

WANTED.

GENTLEMAN possessing house on Peak (Barker Road level) from October 1st desires companion to share expenses for about 6 weeks. Box No. 1225 c/o "China Mail."

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"SHINYO MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named steamer having arrived on TUESDAY, 24th Aug. 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, 31st August, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, 2nd September 1920, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TEITSUMI,

Manager.

Hongkong, August 24, 1920.

HOLLAND-OOST AZIE LIJN.

(HOLLAND-EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

From HAMBURG, AMSTERDAM GENOA, AND STRAITS.

THE Steamship

"BAARN."

having arrived from the above Ports Consignees of Cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 31st Aug. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 30th August, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the underinsured in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, August 24, 1920.

NOTICES.

FURNISHING FABRICS JUST ARRIVED.

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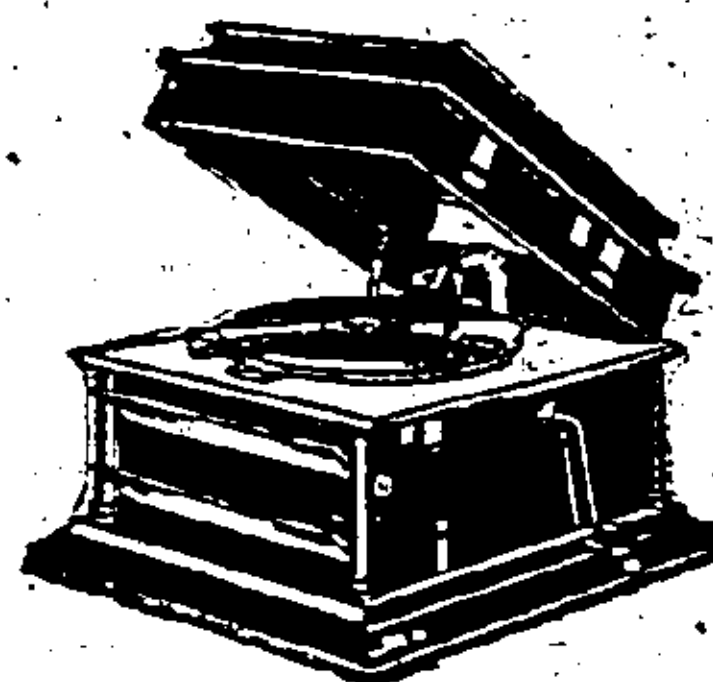
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CLARETS

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Collar, do	14

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Sailing on or about 2nd September.

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S.S. "INNSBRUCK"

Sailing on or about 2nd September.

S.S. "HUNGARIA"

Sailing on or about 3rd October.

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FOR JAPAN.

S.S. "SAMARANG MARU"Sailing on or about 31st August.

S.S. "RIOTEN MARU"Sailing on or about 14th September.

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OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAM-

BURG—Monthly direct service via Singapore and Port Said.

ALPS MARU (Call Marseilles).....Tuesday, 7th Sept.

ATLAS MARUSaturday, 25th Sept.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and

Cape Town via Singapore.

CHICAGO MARUThursday, 24th September.

CANADA MARUTuesday, 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

LUZON MARUThursday, 24th August.

SIAM MARUFriday, 27th August.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

service.

SHISEN MARUWednesday, 1st September.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Island.

KUNAJIRI MARUFriday, 24th September.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

ABABIA MARUMonday, 27th September.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

HONOLULU MARUThursday, 24th September.

NEW ORLEANS.

BORNEO MARUFriday, 3rd September.

JAPAN PORTS—Mojil, Kobe, Yokohama, Yokosuka.

MADRAS MARUMonday, 30th August.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class-saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

AMAKUSA MARUFriday, 27th August.

TAKAO via SWATOW and AMOY.

SHOSHU MARUThursday, 26th August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING"Sailing Sept. 12th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Telephone No. 3207.

113, Cross Street, Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STRAITS TO SAIL
SAIGON, SHANGHAI AND PUKOWAug. 25, at 3 p.m.
AMOY, SHANGHAI AND PUKOWAug. 27, at 5 p.m.
SEANGHAI, SHANGHAI AND PUKOWAug. 27, at 5 p.m.
AMOY, SHANGHAI, CHEU & HOLOAug. 28, at 4 p.m.
SEANGHAI & TSINGTAOAug. 28, at 4 p.m.
AMOY AND SHANGHAIAug. 31, at 10 a.m.SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation, amide ships. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 34.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICONIUM"About Oct. 6th.

For PORTLAND, ORE.

"COAKET"About Aug. 30th.

"WAWALONA"About Sept. 9th.

"MONTAGUE"About Sept. 15th.

For NEW YORK.

"CAPE MAY"About Sept. 15th.

"ELDEN"About Oct. 15th.

"CITY OF JOLINT"About Nov. 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephone 3477 & 3478.

Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama.

S.S. "CAPE MAY"About 15th Sept.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONES

AGENTS.

5th Floor

3477 & 3478.

HOTEL MANSIONS.

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"About 16th Sept.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

TELEPHONES

AGENTS.

5th Floor

3477 & 3478.

HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

"Operating the following U. S. Shipping Board steamers."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUS EDWARDSAbout

S.S. VINITASept. 12 S.S. VINITASept. 15

S.S. WEST HIXONOct. 7 S.S. WEST HIXONOct. 10

Through Bills of Lading to all U.S. and Canadian Overland Points;

no Transshipment en route.

Shipside connection with the Railroad, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—HONGKONG, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Princes Buildings, Canton Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 3022.

SHIPPING

C. P. O. S.

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, Kobe & Yokohama)

FROM HONGKONG TO VANCOUVER

Express of RussiaAug. 26 Sept. 13

Express of JapanSept. 14 Oct. 6

Express of AsiaSept. 23 Oct. 11

Express of RussiaOct. 21 Nov. 8

Express of JapanOct. 28 Nov. 15

Express of AsiaNov. 9 Nov. 30

Express of RussiaNov. 18 Dec. 6

Express of JapanDec. 18 Jan. 3

Express of AsiaDec. 31 Jan. 24

MonteagleDec. 31 Jan. 24

Passengers to Europe are strongly urged to determine the exact

date of the Atlantic sailing desired prior to departure from

the Orient. The conditions on the Atlantic are as complicated

as on the Pacific. Atlantic reservations can be arranged by cable

or by letter for all passages to Europe, whether or not crossing

the Pacific via C.P.O.S. steamers. Frequent sailings Montreal

to Liverpool, London and Glasgow. Passage orders issued here,

will cover all such reservations.

For Fare and other information please apply to:

HONGKONG OFFICE

Telephone 722 Cable Address: CANADIAN PACIFIC

CANADIAN PACIFIC

OCEAN SERVICES.

CHINA MAIL S. S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

(15,000 tons) (11,000 tons) (10,200 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

Via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

August 28th 1920. September 24th 1920.

AN UNBEPARSED HIGH CLASS

PASSENGER SERVICE

O. H. RITTER, Genl. Passenger Dept. 1884.

Princes Buildings, 100 House Street. Tel. Freight Dept. & Agent. 3151.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good
Accommodation for First Class Passengers. Electric Light and Fans in Staterooms
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHINGCapt. A. H. Stewart.....FRIDAY, 27th August, at 2 p.m.

HAILOONGCapt. J. S. Thomson.....TUESDAY, 31st August, at 2 p.m.

AMOY.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED,

For

LONDONOn 10th Sept.

LONDONOn 20th Sept.

Subject to change without notice.

THE BANK LINE, LTD.

Or to HENES & Co., Canton.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"NANKING"via Hong Kong, 26th Aug.

"HONGKONG"via Hong Kong, 10th Sept.

"HONGKONG"via Hong Kong, 30th Sept.

"HONGKONG"via Hong Kong, 1st Oct.

"HONGKONG"via Hong Kong, 1st Oct.

Steamers equipped with Chief and Purser's Office at Officers' table.

Subject to change without notice.

For Freight and particulars apply to

BUTTERFIELD & SWIRE & THE BANK LINE, LTD., HONGKONG.

HONGKONG & CANTON

NOTICE TO SHIPPERS AND

PASSENGERS.

PROJECTED DEPARTURES.

CHINA COAST, ETC.

SWATOW.

Aug. 25—I.C.S.N. Tungshing.

25—O.S.K. Shoshu Maru.

27—O.S.K. Amakusa Maru.

31—D.L. Hailong.

AMOY.

Aug. 25—O.N. Sunning.

26—O.S.K. Shoshu Maru.

27—O.S.K. Amakusa Maru.

28—O.S.K. Amakusa Maru.

31—I.C.S.N. Foching.

31—D.L. Hailong.

FOCHOW.

Aug. 27—D.L. Hailong.

31—D.L. Hailong.

SHANGHAI.

Aug. 25—O.N. Sunning.

25—I.C.S.N. Tungshing.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"PLASST"	7,400	25th Aug.	MASSILLON LONDON & A'werp.
"JEYPORE" (Cargo)	7,400	11th Sept.	MASSILLON LONDON & A'werp.
"KIVIA"	5,000	15th Sept.	MASSILLON LONDON & A'werp.
"NANKIN"	5,900	6th Oct.	MASSILLON LONDON & A'werp.
"KANGAR"	5,900	9th Oct.	MASSILLON LONDON & A'werp.
"ALIPOL"	5,200	24th Oct.	MASSILLON LONDON & A'werp.

BRITISH INDIA-APCAR SAILINGS (South)

"JAPAN"	6,100	5th Sept.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWA"	7,000	25th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,800	1st Sept.	Shanghai and Japan.
"KANOWA"	7,000	7th Sept.	Kobe direct.
"NANKIN"	5,900	11th Sept.	Shanghai and Japan.
"ARRATON APCAR"	4,900	11th Sept.	Shanghai and Japan.
"KANGAR"	5,900	22nd Sept.	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.
Any damaged packages must be left in the Godowns for examination by the
Company and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, and books, etc., apply to

MACKINNON, MACKENZIE & CO.,
28, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai &
Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOKYO MARU (omitting Manila) ... Saturday, 11th Sept., at 11 a.m.
KATORI MARU ... Thursday, 30th Sept., at 11 a.m.
TAMBA MARU ... Friday, 2nd Oct., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU ... Thursday, 26th Aug., at Noon.
KAGA MARU ... Thursday, 9th Sept., at Noon.

HAMBURG, LONDON & ANTWERP via Singapore,
Colombo, Suez and Port Said.

LIVERPOOL & MARSEILLES via Singapore, Colombo
Suez and Port Said.

TOTTORI MARU ... End of September.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 2nd Sept., at 11 a.m.
NIKEO MARU ... Wednesday, 30th Oct., at 11 a.m.

NEW YORK via the Suez Canal.

AKITA MARU ... Thursday, 26th August.

SOUTH AMERICAN PORTS via Singapore, Rangoon,
Calcutta, Durban and Cape Town.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Thursday, 26th August.

CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... Sunday, 29th August.
BOMBAY MARU ... Saturday, 4th September.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

NIKEO MARU ... Saturday, 16th September, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOTOMI MARU ... Saturday, 28th August.

YETOHOFU MARU ... Tuesday, 31st August.

MISHIMA MARU ... Thursday, 9th September, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone Nos. 222 & 223.

SHIPPING.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

FOR VICTORIA AND VANCOUVER, B.C.
VIA
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "METHVEN"

Will be despatched from Hongkong on or about
the 31st August.

Through Bills of Lading issued to
Canadian and U. S. Overland points.

For space & further particulars, apply to—

P. A. COX

Acting General Agent,
C. P. O. S. Ltd.

PRINCE LINE FAR EAST SERVICE.

For NEW YORK.

"S.S. 'CELTIC PRINCE'" via Suez Canal Early October.

Steamers proceed via SUEZ CANAL or PANAMA
CANAL at Owners' option.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO.,

Agents.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

STEAMERS.	TONS.	LEAVE HONGKONG.
SHINYO MARU	22,000	Sept. 6th.
PERSEA MARU	9,000	Sept. 17th.
KOREA MARU	2,000	Sept. 20th.
SHIMA MARU	23,000	Oct. 12th.
TERUYO MARU	22,000	Oct. 28th.

(Omitting call at Shanghai.) (Calling at Keelung.)

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO,

SALINA CRUZ, BALBOA, CALLAO, MOLENDINO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
ANTO MARU	18,500	Sept. 24th.
SEIYO MARU	14,000	Nov. 8th.

For full information regarding passengers, freight, and sailings,
apply to—
King's Building,
Agents at Canton:
Messrs. T. E. GRIFFITHS, LTD.

Y. TSUTSUMI, Manager.
Tel. Nos. 2374 & 2375.

KAIPING

COAL.
COKE
FIREBRICKS.

KAILAN MINING ADMINISTRATION

HEAD OFFICE: TIENTSIN.

AGENTS: DODWELL & CO., LTD.

HONGKONG

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two shipways and can accommodate any vessel
of 300 tons long.

Two Offices: 64, Connaught Road Central, Hongkong. Telephone No. 459.
Shanghai, 400, North Road, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.

Hongkong, April 1, 1912.

NOTICES TO CONSIGNEES

STRUTHERS & DIXON, INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO.

THE Steamship

"ELKHORN."

Having arrived from San Francisco via
ports on 18th August 1920, consignees
are hereby notified that their cargo is
being landed at their risk into the
hazardous and/or extra-hazardous
Godowns of the Hongkong & Kowloon
Wharf & Godowns Co., Ltd., Kowloon,
and stored at consignees' risk.

Consignees of cargo must produce an
Import Permit signed by the Superin-
tendent of Imports & Exports, Hong-
kong, before bills of Lading will be
countersigned.

All broken, chafed, and damaged
cargo is to be left in the Godowns
where it will be examined at 10 a.m.
on 24th August, 1920, by the Com-
pany's Surveyors Messrs. Carmichael &
Clarke.

All claims must be presented within
ten days of the steamer's arrival here,
after which they cannot be recognized.

No claims will be recognized after the
goods have left the Godowns and cargo
undelivered on and after 25th August,
1920, will be subject to treat.

Consignees are requested to send in
their Bills of Lading for countersigning
immediately.

STRUTHERS & DIXON, INC.,

Agents.

1st floor, Powell's Building,
12, Des Voeux Road Central,
Hongkong, August 18, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"NAGATO MARU."

having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong &
Kowloon Wharf & Godown Company's
Godowns at Kowloon, where each consign-
ment will be sorted out mark by mark
and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary be-
fore Noon, To-day.

Goods not cleared by the 25th August,
1920, will be subject to rent.

Damaged Packages must be left in the
Godowns for examination by the Consi-
gnee's and the Co.'s representatives
at an appointed hour on TUESDAY and
FRIDAY. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No claims will be admitted
after the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, August 23, 1920.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship

"TAMBA MARU."

having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong &
Kowloon Wharf & Godown Co.'s
Godowns at Kowloon, where each consign-
ment will be sorted out mark by mark
and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on
unless instructions are given to the
contrary before NOON, TO-DAY.

Goods not cleared by the 25th August,
1920, will be subject to rent.

Damaged packages must be left in the
Godowns for examination by the Consig-
nee's and the Co.'s representatives at an ap-
pointed hour on TUESDAY and FRIDAY.

All claims must be presented within
ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, August 23, 1920.

A. KWAI & CO.

12 & 13 Connaught Road Central, HONGKONG.

"NAVY CONTRACTORS"

Ship Chandlery, Coal Merchants,
Ball-Makers, General Storekeepers
and

Soap and Soda Manufacturers.

Cable Add. "AKWAI" Tel. No. 102.

SHIPS' STORES.

Hardware, Metals, Paints
and Oils.

Full Lines of Shipchandlery
Supplies.

KWONG SANG & CO.,

Established in 1865.

67, 68 & 69 Connaught Road Central.

Tel. Nos. 2544 & 2555.

Godowns 706.

SHIPPING



PACIFIC MAIL S.S. CO.
U. S. MAIL LINE
Operating the New First Class Steamers
"EQUADOR" "VENEZUELA"
& "COLOMBIA"
HONGKONG TO SAN FRANCISCO
via SHANGHAI, KOBE, YOKOHAMA & HONOLULU
THE S-F-SH NE DELT
The most comfortable route to America and Europe.
Sailings from HONGKONG at NOON.
"EQUADOR" Wednesday, Sept. 5th.
"COLOMBIA" Wednesday, Oct. 6th.
"VENEZUELA" Wednesday, Nov. 3rd.
U. S. SHIPPING BOARD VESSEL FOR SAN FRANCISCO.
"WEST INSKIP" Last half of August.
PACIFIC MAIL S.S. CO.,
HOTEL MANSONS
Telephone 162. Cable Address
"PACIFIC MAIL."

WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"DELIGHT" 8th September.

"MAQUAN" 10th October.

further sailings to be announced later.

Through B/Ls issued to all Overland Common Points
in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

3rd Floor. HOTEL MANSONS Tel. No. 3507.

Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

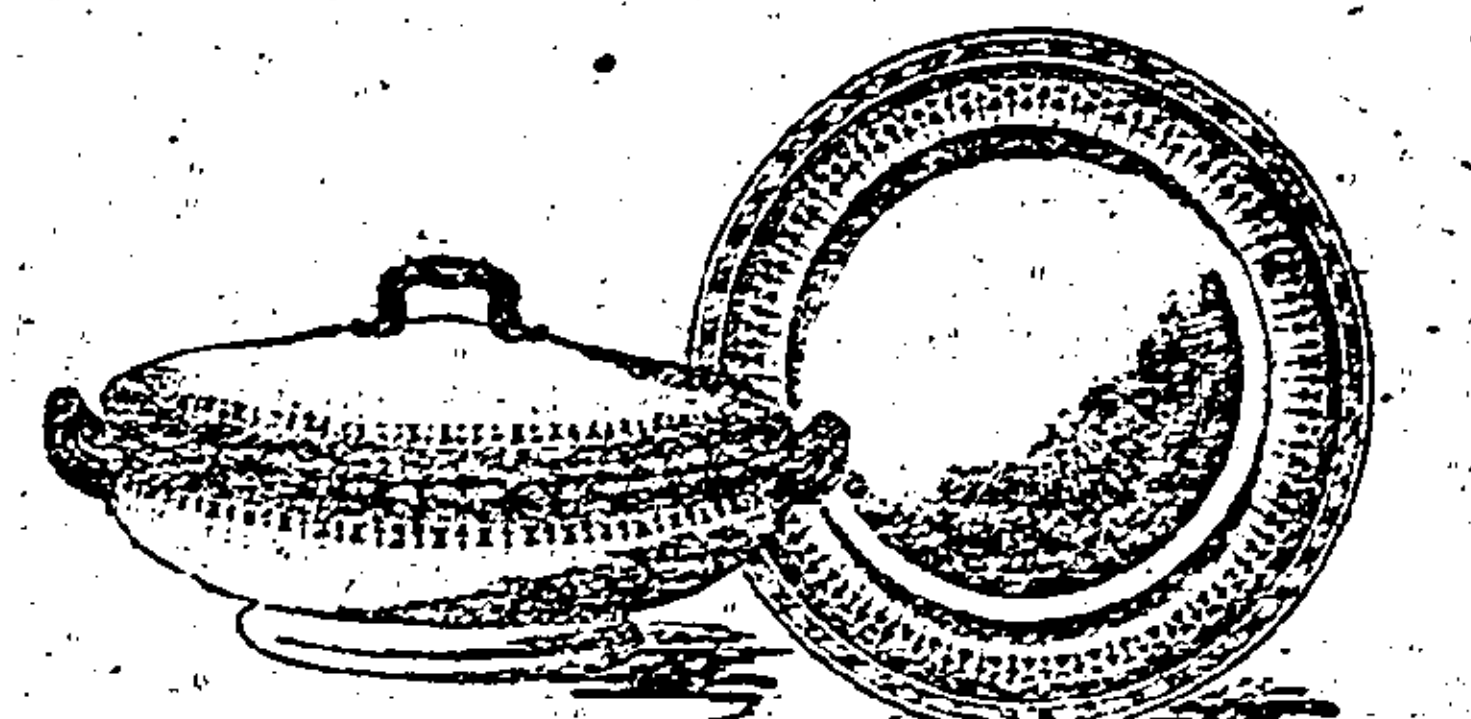
Telephone No. 1574.

Agents.

CHINA WARE & SUPERIOR CROCKERY.

LATEST DESIGNS

DAINTY YET DURABLE



THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

HOO CHEONG WO & Co.

Shipchandlers, Metals and Hardware Merchants,

Ball-Makers and General Store Keepers.

51 & 52, CONNAUGHT ROAD CENTRAL, HONGKONG.

Telephone No. 591. Code A. B. C. 5th.

STEAMING COAL.

Contracts Solicited for Bunkering Ships

at Hongkong, Shanghai, Keelung (Formosa)

And All Leading Japan Ports.

K. KIMURA & CO.

2, Connaught Road Central.

Cable Add. "Propaganda" Tel. No. 2580.

NOTICE.

We can supply the Best Steaming Coal on Short Notice

for Ships and Local Consumers.

Satisfaction Guaranteed.

A TRIAL ORDER WILL CONVINCE YOU.

SANG KEE & CO.

No. 73, Des Voeux Road Central.

Cable Add. "SANGKY." Tel. No. 3430.

Shirts

Care should be given in selecting this important adjunct of your attire.

Choose from our new and abundant stock of "ARROW" Shirts for Day and Dress wear.

MACKINTOSH

& CO. LTD.

Men's Wear Specialists.

16, Des Voeux Road.

Telephone 29.

MR. SHAW'S ARREST.

BRITISH PROTEST.

"HIGH-HANDED IN THE EXTREME."

The following letter has been addressed by the Chairman of the British Chamber of Commerce at Shanghai to H. M. Acting Consul-General at that port—

British Chamber of Commerce,

Shanghai, August 18th, 1920.

Sir.—The Committee of this Chamber desire to enter the strongest possible protest against the arrest of, and treatment accorded to Mr. G. L. Shaw, one of its members and the agent in Antung of important British firms who are also members. We have hitherto refrained from addressing you on this subject in anticipation of an explanation by the Japanese authorities which might show at least arguable grounds for their procedure. The explanations published at Seoul on August 10 and at Tokyo on August 13, are, however, wholly inadequate and unsatisfactory and my Committee feel that they would be individually and collectively disgraced both to Mr. Shaw and to British interests throughout the Far East if they failed to protest now.

The so-called explanations issued by the Japanese authorities make no attempt whatever to meet the following questions—

- 1.—If they have proof, as alleged, that Mr. Shaw has been assisting Koreans in anti-Japanese plots why did they not lodge a formal protest with H.M. Representatives?
- 2.—Why did they allow him to enter Korea without a passport and then arrest him on his way back to Antung?
- 3.—Why is he kept a prisoner?

Whatever the truth of Mr. Shaw's alleged complicity in Korean plots may be, the action of the Japanese authorities has been high-handed in the extreme. My Committee cannot but recall the many similar examples of overbearing and unjust conduct on the part of Japanese officials towards British subjects in South Manchuria, and in view of this case made but feel that unless this case is made the subject of the strongest possible representations and receives a full, complete and fair inquiry, no British subject doing business in that part of China will be safe from molestation. Indeed, if a British subject resident there can with impunity thus be entrapped, arrested and held a prisoner on charges of this nature, what is there to prevent British residents in China, alleged to be engaged in anti-Japanese activities, being similarly treated after arrival in Japan?

Accumulating evidence in the possession of my Committee shows that the whole attitude of Japanese officials towards British subjects is obstructive and arrogant, and the time has come when Associations of British merchants throughout the Far East must protest against it.

I have the honour to request that you will forward this protest to H. M. Charge d'Affaires in Peking.

I am sending a copy of it to the Press.—I have the honour to be, Sir, Your obedient servant,

(Sgd.) A. W. BURNELL,

Chairman.

C. F. GARSTIN, Esq.,
H.M. Acting Consul-General,
H.M. Consulate-General,
Shanghai.

Beginning August 15, "WALLA WALLA" BOATS will call on all Ships flying the call flag "ZED."

STOLEN INK.

GODOWN ROBBERY.

SEVEN MEN CHARGED.

The hearing of the case in which seven Chinese were charged with having broken into godown No. 10, Mallory Street, Wanchai, in the small hours of the morning of August 1, and stolen, or in the alternative received 20 cases of printer's ink and varnish valued at \$1,506 (gold), was resumed before Magistrate Hutchison at the Magistracy yesterday afternoon.

Mr. D. H. Blake appeared for the prosecution, Mr. C. F. Mason for the first and second defendants, and Mr. A. E. Hall for the fourth and seventh. The other defendants were not represented by counsel.

The evidence showed that the stolen property belonged to Messrs. Ault, Wiborg and Company, near the Central Market, who sold ink in large quantities to printers. On the 8th inst. defendant went to a paper shop where he offered to sell a portion of the ink. As no transaction was effected owing to the high price, defendant left, intending to go across to Yau-mai. He was followed by a broker employed by Messrs. Ault, Wiborg and Co. who overheard the conversation. Defendant was arrested. The other defendants were subsequently arrested one after another. In the seventh defendant's house, No. 3 Changsha Street, Mongkok, Inspector Kent found a number of ink similar to that belonging to Messrs. Ault, Wiborg and Company. The Inspector also found some chopped up packing cases, bearing Messrs. Ault, Wiborg and Co.'s mark and empty tins bearing the Company's labels.

In their statements the defendants accused said they were coolies and boatmen.

Mr. Hutchison adjourned the case until to-day to review the evidence.

MANSLAUGHTER CHARGE.

DOCTOR'S EVIDENCE.

DEATH DUE TO TYPHOID.

Early in the month a preliminary enquiry was held into a charge of manslaughter preferred against three Indian ship's guards who were alleged to have jointly assaulted another Indian, causing serious injuries which resulted in his death. At the conclusion of the hearing, the accused were committed to the Criminal Sessions for trial. Yesterday, however, the case was re-opened at the Magistracy before Magistrate Smith, when, on instructions from the Attorney General, further evidence was taken.

The deceased and the defendants were guards employed on board the s.s. "Cheongon." On July 9, they had a quarrel which led to blows. All three defendants, it was alleged, fell upon the deceased and gave him a severe mauling. Deceased was so badly injured that he had to be removed to the Government Civil Hospital, where he died two days later.

Yesterday, Dr. W. B. A. Moore, Superintendent of the Government Civil Hospital, stated that the deceased's death was not due to the injuries he had received in the course of the fight. Although the injuries were of a nature which necessitated the deceased being kept in hospital, they were not serious enough to cause death. The deceased showed symptoms of typhoid fever after his admittance to the hospital, and was treated for same. Death, the doctor opined, was due to the fever.

Mr. D. Burlingham, A.S.P., stated that the defendants were registered as British subjects.

The Magistrate committed the defendants to the September Sessions.

THE RIFT IN THE LUTE.

DAMAGES AWARDED AGAINST MURKIN.

Before Mr. Justice J. R. Wood in the Summary Court yesterday H. W. Ray, of the Coronet Theatre, claimed from A. Raquy's a musician, the sum of \$150, being damages suffered by the defendant wrongfully terminating his employment as a musician at the theatre.

Mr. T. Rowan appeared for the plaintiff and Mr. Leo D'Almada for the defendant.

Mr. Rowan stated that there was no contract in writing. It was only an oral agreement. Mr. Ray was the proprietor of the Theatre and defendant was a musician. On August 1 defendant left the Theatre without giving notice or saying a word, after receiving his salary for July. He was paid at the rate of \$150 per month. He went to Hongkong Hotel and played there. Mr. Ray had suffered more damages than \$150, but, being of a generous disposition, he did not wish to claim for more.

Plaintiff, in the box, said the loss was increased as a result of extra rehearsals having to be held.

Defendant said that he was engaged by Ramos at Manila, was met by him on his arrival here and received instructions from him. A letter of engagement was written him by Ramos, whom he considered his employer as he paid him his wages. When he wanted to leave the Theatre he spoke to Ramos who agreed on condition that he procured a substitute. This he did.

Evidence as to the engagement of defendant was given by Ramos, who said that if Mr. Ray had not paid him, he (witness) would have been forced to do so. He considered the substitute competent and there was no reason for the extra rehearsals.

His Lordship held that there had been a breach of contract. The damages were difficult to assess but that such were suffered through rehearsals he had no reason to disbelieve. He gave judgment for the plaintiff for \$25 and costs.

MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton and Co., Ltd., Manchester, report on Wednesday July 21:

The past week has been notable for a marked revival of activity in the cotton markets and a sharp rise in value. At the opening the continued apprehension as to the American crop outlook became more acute and cotton prices showed a decidedly stronger tendency. This was assisted later by more optimistic reports from the goods markets and heavy calling of actual cotton by the trade; the latter especially, providing a strong factor in the advance which has taken place in the market.

Weather reports of heavy rains in sections of the cotton belt have been the cause of the increasing uneasiness regarding the crop; these conditions being favourable to the activities of the boll weevil pest. Egyptian cotton has also been in steady request, and a better spot demand in Alexandria having stimulated activities in Liverpool and quotations in this section are also considerably higher. In the yarn and cloth markets there has also been an improvement in both enquiry and turnover. Business in yarn has been moderately large and in consequence of this and higher cotton prices quotations have been raised, especially for counts which were weakest such as coarse welf. In cloth there appears to be a very steady development of demand, the business done being on a very fair scale and of a general character. The tone of our market is, as a result of this buying, much more hopeful, prices are steadier, and it is very apparent that if the improvement in demand should be sustained, values will very soon rise. A considerable weight of opinion in fact already inclines to the view that the lowest prices have been touched, but it remains to be seen whether or not the present movement will stimulate consuming outlets into covering their requirements. The demand from India is certainly better and a revival of business might be confidently expected if the exchange were more favourable, so far however this has proved to be a serious hindrance to a free resumption of buying. China has booked very little, but reports of business are more encouraging. South America has been more active and the home trade has also operated on a limited scale.

CORRESPONDENCE.

PROGRESS OF RETROGRESSION.

[To the Editor of the "China Mail,"]

Sir,—In over forty years of newspaper reading I have never had a daily paper that pleased me so well as *The China Mail*. It protests against every form of wrong from the unnecessary shooting of an unoffending dog to the imprisonment of little children for selling a few wares in the street—a thing which is not wrong in itself, but only an offence against a harsh law enacted by unsympathetic legislators not amenable to public opinion. The *China Mail* opposes tyranny and injustice whether arising from the law or the maladministration of the law. It is independent and fearless, criticising Winston Churchill and Lloyd George as freely as it criticises our local taipans. In its constructive proposals it nearly always stands for what I call progress—making things better than they are at present. And with your ideas on Progress as expressed in the leading article in your issue of July 30 I am in general agreement but it appeared to me that there was required to complete the article something to explain why progress was so slow and unequal; why it sometimes halted and gave way to retrogression; and why our own social progress is no more forward than that of "the people of the dead races and dominions of whom we have records." It appears to me that Henry George has explained all this in the little volume I forwarded. I expected in the course of time another article, throwing additional light on the subject. To say I am disappointed would be putting it too mildly. I am simply astounded to find by the article in your issue of 18th inst. that you now dispute the very existence of progress which I take it means that you deny even the possibility of progress. Your thesis that progress is an illusion seems to me so absurd that it appears to be a waste of time and space to discuss it. Your policy is, I think, out of harmony with your philosophy. If there can be no improvement what is the use of your article on the shooting of "junks"? What is the use of troubling our little tin gods about passports, etc.?

What is the use of writing about the imprisonment of little children? What is the use of exposing the political trickery of Lloyd George and the "terminological inexactitudes" of Winston Churchill? What is the use of Esau's poetry and Keith West's prose? What is the use of Adversaria? What is the use of the *China Mail* itself? In fact, what's the use of anything? If the reading of that little volume had brought evidence of even a little additional light on the matter I would have suggested to read it again. "If at first you don't succeed try again." The matter is of vital importance. It is a question of progress or retrogression. It is a question of whether our civilization is to advance or perish like that of the dead races.

Henry George's idea is that man could not have risen much above the lower animals without co-operative effort; that this co-operation arises from association in equality. But if conditions of equality are not maintained conflict arises, effort is wasted in antagonism, progress ceases "and retrogression sets in. The retrogression in Europe is very evident and it appears to me equally evident that it all comes from the grossly unequal distribution of wealth and power.

To say that "the Georgian proposition is that we must progress towards that equality in order to progress towards progress" tends rather to confuse than to elucidate. The Georgian idea is that the efforts that under conditions of justice would be free to promote improvement are now negated by injustice. Put plainly the Georgian proposition is that to free effort for improvement (progress) and to obtain the full result of such effort, we must abolish injustice. And it does not follow that because justice has not yet been adopted or as you put it not yet been found possible, that it can not be found possible and adopted in the future. I for one won't agree that "as it was in the beginning, it is now and ever shall be world without end. Amen."

As for Henry George's argument being "heterodox," we don't often get that kind of accusation from the *China Mail*. When George says that in god and favourable climates "the mental power which can at first be devoted to 'improvement' is much greater" the orthodox argument that progress is most observable in rigorous climates "is no answer. George uses the words 'at first.' The orthodox assertion refers to a later period. And as for the argument that to lessen the rigour of the struggle for existence would remove the incentive to progress—apart from climatic conditions, experience does not show that progress in different classes is in proportion to the rigour of the struggle for existence. It shows quite the contrary. The keenest struggle for existence is among the poorest classes and here there is least progress mental, moral and physical. Nor does progress imply any finality or condition where further progress is unnecessary. It implies continual improvement. I can conceive of no limit to progress while the race exists. Whether we make conditions better or worse—whether we progress or retrocede is a question of what course we follow. I think in pointing out the law of human progress Henry George has indicated the course we ought to follow, and in "Progress and Poverty" he shows how to remove the greatest injustice of all, the private ownership of land.—Yours, etc.,

"A READER OF THE CHINA MAIL."
Hongkong August 22, 1920.

AERO CLUB OF HONGKONG.

[To the Editor of the "China Mail,"]

Sir,—The appeal which came out from home in connection with the "Royal Air Force Memorial" to His Excellency the Governor has been handed to the Aero Club of Hongkong with the request that it will do what it can to obtain support for this fund. The memorial fund has been established to commemorate the achievements of the Flying Services during the war, and His Excellency has graciously agreed to become Patron of any local fund instituted.

The appeal for help, which has been sent by Lord Hugh Cecil to all parts of H.M.'s Dominions, was published a few days ago in your columns so that your readers are aware of the objects to which the money subscribed will be devoted. Apart from the commemorative monument to be set up to the names of the officers and men of the various Flying Corps, an endeavour is to be made to provide for the education of children of Airman and for the assistance of officers and men and their dependents who may be disabled; sick or otherwise infirm, and as all Officers and men of the Flying Services, whether from the Dominions or from the United Kingdom, will be equally eligible for these benefits a substantial sum is obviously required.

Subscription lists are being placed in all the Clubs of the Colony and we should be glad if you would open a subscription list for the same purpose in your columns. We wish to tap all possible sources of revenue and if the work is done thoroughly, and if the interest of residents aroused as it should be, we feel that Hongkong will have no cause to be ashamed of the manner in which it is able to respond to the claim now, with confidence, made up on it.

H.R.H. Prince Albert is President of the Fund and, referring to the War Services of the R.A.F., he writes—

"We know that in many hearts the memory of these services glows unforgettable. To some it is intertwined with the agony of bereavement; to some it speaks of happy friendship and pleasant reminiscence; but by all who endured the anxieties and rejoiced in the glory of the great war, not the least honoured place in the proud and thankful recollection of its chequered days is given to the skill and nerve of the brave men who now first made war in the unbounded arena of the air, and to the ingenuity and industry of those who rendered that gallant fighting so fruitful to the cause of victory. To all in whose hearts these memories are enshrined we now appeal: To everyone whose heart quickens with pain or pride when he recalls the warfare in the air, we turn to ask that these sentiments of patriotism and of affection shall now be shown in a liberality not unworthy of their high temper, and that he will join with us in raising a lasting memorial which shall carry down to a remote posterity the shining tradition of the Royal Air Force in the War, of its fine courage and its great renown."

We shall be glad if you will bring this appeal prominently and forcibly to the notice of your readers. The result should be quick to manifest itself in a long list of subscriptions. If you will acknowledge these through your columns and give us the liberty of acknowledging, from time to time, monies we may receive from other quarters, you will be helping materially a good cause.

Yours faithfully,

P. H. HOLLOAK,

President,

"Hongkong Aero Club."

DAIRY FARM NEWS.

New shipments just received

GRUYERE CHEESE	80 cents per lb.
GOUDA	80 " "
EDAM	80 " "
CREAM	30 " pat
PICNIC	30 " jar

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

CABLE DELAYS.

QUESTIONS IN PARLIAMENT.

INDIRECT MESSAGE QUICKER THAN DIRECT.

In the House of Commons, on July 13, Mr. Illingworth (Postmaster-General), replying to Lieut-Colonel Guinness (Co. U. Bury St. Edmunds), said—The greatest delay which had taken place during the last month (June), so far as telegrams to the Continent were concerned, was about 224 hours. This occurred in the traffic to Italy, which had been much congested owing to staff difficulties in that country. The average delay on telegrams to the Continent during the month was about 42 hours. In the case of traffic forwarded to the Near and Far East, the maximum delay was about 24 hours; the average being about 10½ hours. To North America via the Imperial Cable the maximum delay was about 10 hours, and the average about 3½ hours.

Lieut-Colonel Guinness asked the right hon. gentleman to explain why it was found quicker to telegraph from London to Paris via New York than direct from London through the Post Office.

Mr. Illingworth replied that he had not had opportunity to check the times. It not infrequently happened that a wire might be handed in one service where there was at the moment a great deal of traffic, while on the other service there might not be much business in hand.

Lieut-Colonel Guinness—Is the right hon. gentleman aware that he has been misinformed? (Cheers and laughter.) Two telegrams were handed in simultaneously at 12.18. The one via New York beat the direct route by 20 minutes. (Tropical cheers.)

Mr. Illingworth promised to inquire into the matter. Possibly there was not as much traffic on one route as on the other.

Lieut-Colonel Guinness—Is it fair to charge treble rates for an absolutely illusory advantage? (Cheers.) Mr. Illingworth said it was far more expensive to send via New York. (Laughter.)

GERMANS AFTER THE WAR.

HONGKONG'S POSITION.

SHANGHAI PAPER STILL SUSPICIOUS.

KOREAN AGITATORS.

BOMB-THROWING EPIDEMIC.

PLOT AGAINST CONGRESSMEN.

A Seoul message dated August 16 says that the following semi-official statement has been issued here—

"Korean agitators, having been frustrated in all their attempts to incite the populace to fresh disturbances, are now resorting to violence and terrorism."

"Thus a bomb was thrown into the Provincial Office at Pingyang on the evening of August 3. Some window-panes were broken but nobody was hurt. The bomb-thrower has since been arrested. Again, at about 9 o'clock yesterday evening another bomb was thrown, at the entrance to the Shinjishu Station Hotel. A few window-panes were broken, but beyond that there was no damage done. The bomb-throwers, however, escaped."

"The rumour is current that agitators are scheming to make a demonstration on the occasion of the visit of the American Congressional party to Seoul on the 24th instant, and furthermore, that a plot is afoot to wreck the train conveying the party, in order to produce international complications. The police are taking active steps to prevent any such untoward occurrences."

MUSTARD & CO.

Comnaught Rd. Central.

Telephone No. 1186.

DALTON - ADDING - LISTING - CALCULATING - MACHINE

A MOST human in its capabilities; MORE than human in its accuracy.

TEN KEYS ONLY

Operation as Simple as a Typewriter. Demonstrations given on request.

Machines put out on trial, free of charge.

SOLE AGENTS IN

CHINA, HONGKONG

AND MACAO.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

(Continued from Page 6.)

PHILIPPINE ISLAND, ETC.

MANILA.

Aug. 27.—I.C.S.N. Tamsang.
28.—C.N. Tamsang.

CEBU AND ILOILO.

Aug. 28.—C.N. Tamsang.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

Sept. 12.—C. & A. S.S. Hwah Ping.
23.—N.Y.K. Tamsang.
24.—O.S.K. Kusanagi Maru.
25.—E. & A. Kanowa.
27.—A.O. Changsha.

JAPAN PORTS.

Aug. 28.—C.N. Kamsang.
29.—N.Y.K. Tamsang.
30.—N.Y.K. Tamsang.
31.—N.Y.K. Tamsang.
Sept. 1.—I.C.S.N. Tamsang.
2.—I.C.S.N. Tamsang.
3.—I.C.S.N. Tamsang.
4.—I.C.S.N. Tamsang.
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16.—I.C.S.N. Tamsang.
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18.—I.C.S.N. Tamsang.
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26.—I.C.S.N. Tamsang.
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28.—I.C.S.N. Tamsang.
29.—I.C.S.N. Tamsang.
30.—I.C.S.N. Tamsang.
31.—I.C.S.N. Tamsang.

AMERICAN PORTS.

VANCOUVER.

Aug. 26.—C.P.O.S. Empress of Russia.
27.—C.P.O.S. Empress of Russia.
28.—C.P.O.S. Empress of Russia.
29.—C.P.O.S. Empress of Russia.
30.—C.P.O.S. Empress of Russia.
31.—C.P.O.S. Empress of Russia.
Sept. 1.—C.P.O.S. Empress of Russia.
2.—C.P.O.S. Empress of Russia.
3.—C.P.O.S. Empress of Russia.
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14.—C.P.O.S. Empress of Russia.
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30.—C.P.O.S. Empress of Russia.
31.—C.P.O.S. Empress of Russia.

VICTORIA.

Aug. 30.—A.L. City of Spokane.
31.—C.P.O.S. Empress of Russia.
Sept. 1.—N.Y.K. Tamsang.
2.—O.S.K. Kusanagi Maru.
3.—N.Y.K. Tamsang.
4.—O.S.K. Kusanagi Maru.
5.—N.Y.K. Tamsang.
6.—O.S.K. Kusanagi Maru.
7.—N.Y.K. Tamsang.
8.—O.S.K. Kusanagi Maru.
9.—N.Y.K. Tamsang.
10.—O.S.K. Kusanagi Maru.

SEATTLE.

Aug. 28.—S. & D. West Iron.
29.—S. & D. West Iron.
30.—S. & D. West Iron.
31.—S. & D. West Iron.
Sept. 1.—S. & D. West Iron.
2.—S. & D. West Iron.
3.—S. & D. West Iron.
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30.—S. & D. West Iron.
31.—S. & D. West Iron.

TACOMA.

Aug. 30.—A.L. City of Spokane.
31.—C.P.O.S. Empress of Russia.
Sept. 1.—N.Y.K. Tamsang.
2.—O.S.K. Kusanagi Maru.
3.—N.Y.K. Tamsang.
4.—O.S.K. Kusanagi Maru.
5.—N.Y.K. Tamsang.
6.—O.S.K. Kusanagi Maru.
7.—N.Y.K. Tamsang.
8.—O.S.K. Kusanagi Maru.
9.—N.Y.K. Tamsang.
10.—O.S.K. Kusanagi Maru.

PORTLAND.

Aug. 30.—A.L. City of Spokane.
31.—C.P.O.S. Empress of Russia.
Sept. 1.—N.Y.K. Tamsang.
2.—O.S.K. Kusanagi Maru.
3.—N.Y.K. Tamsang.
4.—O.S.K. Kusanagi Maru.
5.—N.Y.K. Tamsang.
6.—O.S.K. Kusanagi Maru.
7.—N.Y.K. Tamsang.
8.—O.S.K. Kusanagi Maru.
9.—N.Y.K. Tamsang.
10.—O.S.K. Kusanagi Maru.

SAN FRANCISCO.

Aug. 28.—C.M.S. Nite.
29.—J.P.L. Nite.
30.—J.P.L. Nite.
31.—J.P.L. Nite.
Sept. 1.—J.P.L. Nite.
2.—J.P.L. Nite.
3.—J.P.L. Nite.
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29.—J.P.L. Nite.
30.—J.P.L. Nite.
31.—J.P.L. Nite.

LOS ANGELES.

Sept. 15.—I.A.P.N. Vinita.
Oct. 10.—I.A.P.N. West Hinton.

VALPARAISO.

Via Japan, Honolulu, San Francisco, San Pedro, Lima, Callao, Valparaiso, Calcutta, Amoy & Hongkong.

Sept. 9.—T.K.K. Anyo Maru.
Nov. 9.—T.K.K. Anyo Maru.

GUAYMA.

Sept. 15.—S. & D. Chipping.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. It is a remedy of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Dispensaries.

NEW YORK.

(Via Panama.)

Aug. 27.—D.L. Grace Dollar.
Sept. 3.—O.S.K. Borneo Maru.
8.—O.S.K. Honolulu Maru.
13.—A.L. Cape May.
Oct. 3.—D.L. Harold Dollar.
18.—A.L. Rona.
Nov. 13.—A.L. City of Joliet.
(Via Suez.)
Aug. 28.—N.Y.K. Akita Maru.
29.—N.Y.K. Nippon Maru.
Sept. 3.—D.L. Borneo Maru.
10.—B.F. Birmingham City.
Oct. 1.—B.F. Ajax.

BOSTON.

Aug. 27.—R.L. Birmingham City.
Sept. 3.—B.L. City of Dunkirk.

DURBAN AND CAPE TOWN.

(Via Buenos Aires, Rio de Janeiro, Santos and Malaga.)
Sept. 9.—O.S.K. Chicago Maru.
Nov. 2.—O.S.K. Canada Maru.

EUROPEAN PORTS.

GRINDISI, VENICE, & TRIESTE.
Sept. 2.—L.T. (D. & Co.) Innsbruck.
Oct. 3.—L.T. (D. & Co.) Hungary.

GENOVA.

Sept. 11.—B.F. Cyclops.
Oct. 5.—B.F. Titan.
Nov. 2.—B.F. Pelus.

MARSEILLES.

Aug. 26.—P. & O. Plassy.
Sept. 2.—B.F. Rhenus.
6.—M.H. Alpe Maru.
7.—O.S.K. Alpe Maru.
8.—N.Y.K. Kaga Maru.
11.—B.F. Cyclops.
12.—B.F. Cyclops.
13.—B.F. Cyclops.
14.—B.F. Cyclops.
15.—B.F. Cyclops.
16.—B.F. Cyclops.
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27.—B.F. Cyclops.
28.—B.F. Cyclops.
29.—B.F. Cyclops.
30.—B.F. Cyclops.
31.—B.F. Cyclops.

LONDON.

Aug. 26.—N.Y.K. Shidzuka Maru.
27.—P. & O. Plassy.
28.—P. & O. Plassy.
29.—P. & O. Plassy.
30.—P. & O. Plassy.
31.—P. & O. Plassy.
Sept. 1.—P. & O. Plassy.
2.—P. & O. Plassy.
3.—P. & O. Plassy.
4.—P. & O. Plassy.
5.—P. & O. Plassy.
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29.—P. & O. Plassy.
30.—P. & O. Plassy.
31.—P. & O. Plassy.

HAVRE.

Aug. 31.—B.F. Proteus.
Sept. 2.—B.F. Rhenus.
7.—O.S.K. Alpe Maru.
14.—B.F. Cyclops.
15.—B.F. Cyclops.
16.—B.F. Cyclops.
17.—B.F. Cyclops.
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31.—B.F. Cyclops.

LIVERPOOL.

Aug. 25.—B.F. Bellerophon.
Sept. 4.—B.F. Cyclops.
Oct. 5.—B.F. Cyclops.
12.—B.F. Cyclops.
19.—B.F. Cyclops.
26.—B.F. Cyclops.
Nov. 2.—B.F. Cyclops.
9.—B.F. Cyclops.

ANTWERP.

Aug. 28.—N.Y.K. Shidzuka Maru.
29.—N.Y.K. Shidzuka Maru.
30.—N.Y.K. Shidzuka Maru.
31.—N.Y.K. Shidzuka Maru.
Sept. 1.—N.Y.K. Shidzuka Maru.
2.—N.Y.K. Shidzuka Maru.
3.—N.Y.K. Shidzuka Maru.
4.—N.Y.K. Shidzuka Maru.
5.—N.Y.K. Shidzuka Maru.
6.—N.Y.K. Shidzuka Maru.
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29.—N.Y.K. Shidzuka Maru.
30.—N.Y.K. Shidzuka Maru.
31.—N.Y.K. Shidzuka Maru.

ROTTERDAM.

Sept. 15.—A.L. Pastorling.
Oct. 26.—B.F. Terebinth.

AMSTERDAM.

Sept. 2.—B.F. Proteus.
8.—B.F. Rhenus.
15.—B.F. Cyclops.
22.—B.F. Cyclops.
29.—B.F. Cyclops.
Oct. 6.—B.F. Cyclops.
13.—B.F. Cyclops.
20.—B.F. Cyclops.
27.—B.F. Cyclops.
Nov. 3.—B.F. Cyclops.
10.—B.F. Cyclops.
17.—B.F. Cyclops.
24.—B.F. Cyclops.

HAMBURG.

Sept. 2.—B.F. Proteus.
8.—B.F. Rhenus.
15.—B.F. Cyclops.
22.—B.F. Cyclops.
29.—B.F. Cyclops.
Oct. 6.—B.F. Cyclops.
13.—B.F. Cyclops.
20.—B.F. Cyclops.
27.—B.F. Cyclops.
Nov. 3.—B.F. Cyclops.
10.—B.F. Cyclops.
17.—B.F. Cyclops.
24.—B.F. Cyclops.

BANKS.

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On demand—30 days sight—4 1/2 %

On demand—4 months sight—4 1/2 %

On demand—6 months sight—4 1/2 %

On demand—12 months sight—4 1/2 %

On demand—18 months sight—4 1/2 %

On demand—24 months sight—4 1/2 %

On demand—30 months sight—4 1/2 %

On demand—36 months sight—4 1/2 %

On demand—42 months sight—4 1/2 %

On demand—48 months sight—4 1/2 %

On demand—54 months sight—4 1/2 %

On demand—60 months sight—4 1/2 %

On demand—66 months sight—4 1/2 %

On demand—72 months sight—4 1/2 %

On demand—78 months sight—4 1/2 %

On demand—84 months sight—4 1/2 %

On demand—90 months sight—4 1/2 %

On demand—96 months sight—4 1/2 %

On demand—102 months sight—4 1/2 %

On demand—108 months sight—4 1/2 %

On demand—114 months sight—4 1/2 %

On demand—120 months sight—4 1/2 %

On demand—126 months sight—4 1/2 %

On demand—132 months sight—4 1/2 %

On demand—138 months sight—4 1/2 %

On demand—144 months sight—4 1/2 %

On demand—150 months sight—4 1/2 %

On demand—156 months sight—4 1/2 %

On demand—162 months sight—4 1/2 %

On demand—168 months sight—4 1/2 %

On demand—174 months sight—4 1/2 %

On demand—180 months sight—4 1/2 %

On demand—186 months sight—4 1/2 %

On demand—192 months sight—4 1/2 %

On demand—198 months sight—4 1/2 %

On demand—204 months sight—4 1/2 %

On demand—210 months sight—4 1/2 %

On demand—216 months sight—4 1/2 %

On demand—222 months sight—4 1/2 %

On demand—228 months sight—4 1/2 %

On demand—234 months sight—4 1/2 %

On demand—240 months sight—4 1/2 %

On demand—246 months sight—4 1/2 %

On demand—252 months sight—4 1/2 %

On demand—258 months sight—4 1/2 %

On demand—264 months sight—4 1/2 %

On demand—270 months sight—4 1/2 %

On demand—276 months sight—4 1/2 %

On demand—282 months sight—4 1/2 %

On demand—288 months sight—4 1/2 %

On demand—294 months sight—4 1/2 %

On demand—300 months sight—4 1/2 %

On demand—306 months sight—4 1/2 %

On demand—312 months sight—4 1/2 %

On demand—318 months sight—4 1/2 %

On demand—324 months sight—4 1/2 %

On demand—330 months sight—4 1/2 %

On demand—336 months sight—4 1/2 %

On demand—342 months sight—4 1/2 %

On demand—348 months sight—4 1/2 %

On demand—354 months sight—4 1/2 %

On demand—360 months sight—4 1/2 %

On demand—366 months sight—4 1/2 %

On demand—372 months sight—4 1/2 %

On demand—378 months sight—4 1/2 %

On demand—384 months sight—4 1/2 %

On demand—390 months sight—4 1/2 %

On demand—396 months sight—4 1/2 %

On demand—402 months sight—4 1/2 %

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N. J. STARR, Chief Manager.

Hongkong, May 17, 1920.

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